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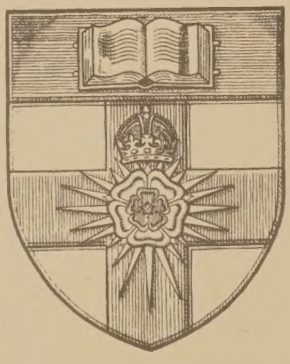

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REPORTS

FROM

COMMITTEES:

TWELVE VOLUMES.

—*(5.)*—

CONVEYANCE OF MAILS BY RAILWAY.

Session

31 *January* —— 12 *August* 1854.

VOL. XI.

1854.

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N.B.—*THE* Figures *at the* beginning of the line, *correspond with the* N° *at the foot of each* Report; *and the* Figures *at the* end of the line, *refer to the* MS. Paging *of the Volumes arranged for The House of Commons.*

CONVEYANCE OF MAILS BY RAILWAY:

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REPORT

FROM THE

SELECT COMMITTEE

ON

CONVEYANCE OF MAILS BY RAILWAYS;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND APPENDIX.

Ordered, by The House of Commons, *to be Printed,*
25 *July* 1854.

Martis, 7° *die Martii*, 1854.

Ordered, That a Select Committee be appointed to inquire into the Causes of Irregularity in the Conveyance of Mails by Railways, and to consider the best mode of securing Speed and Punctuality, and of remunerating the Railway Companies for the Services which they perform.

Martis, 14° *die Martii*, 1854.

Ordered, That the said Committee do consist of Nineteen Members.

Committee nominated accordingly :

M. H. G. Liddell.
Mr. Wilson.
Marquis of Chandos.
Mr. James MacGregor.
Mr. Hamilton.
Mr. Alexander Hastie.
Mr. Blackett.
Mr. Horsfall.
Mr. Divett.
Mr. Wilson Patten.
Mr. Fortescue.
Mr. Laing.
Mr. Davison.
Mr. H. Herbert.
Mr. Thompson.
Mr. Milner.
Mr. Egerton.
Mr. Philipps.
Mr. Cowan.

Ordered, That the said Committee have power to Report Opinion and Observations from time to time.

Ordered, That the Committee have power to send for Persons, Papers, and Records.

Ordered, That five be the quorum of the Committee.

Mercurii, 3° *die Maii*, 1854.

Ordered, That the Report of the Select Committee of last Session on Communication between London and Dublin, together with the Minutes of Evidence, be referred to the Committee.

Veneris, 5° *die Maii*, 1854.

Ordered, That the Return, presented 4th May, respecting the Arrival of the London Mail in Dublin, be referred to the Committee.

Veneris, 12° *die Maii*, 1854.

Ordered, That the Report from the Select Committee on Postal Communication between London and Paris in Session 1850, be referred to the Committee.

Martis, 25° *die Julii*, 1854.

Ordered, That the Committee have power to Report the Minutes of Evidence taken before them to The House.

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REPORT.

THE SELECT COMMITTEE appointed to Inquire into the Causes of IRREGULARITY in the CONVEYANCE of MAILS by RAILWAYS, and to consider the best Mode of securing Speed and Punctuality, and for Remunerating the Railway Companies for the Services which they perform, and who were empowered to Report their Opinion and Observations from time to time, together with the MINUTES of EVIDENCE taken before them, to The House;——HAVE considered the Matters to them referred, and have agreed to the following REPORT:

WITH a view to ascertain the extent and nature of irregularities in the conveyance of mails by railway, into which The House has thought proper to direct an inquiry to be made, Your Committee have called for various returns in the nature of time tables of Post-office and other railway trains, and have called before them witnesses from amongst those parties who within a recent period, either by memorials to the Postmaster-general, or petitions to Parliament, have complained of irregularities in the postal service.

An examination of the Returns will show that upon nearly all the principal lines of railway, considerable irregularity has prevailed. But Your Committee would call especial attention to Return No. 11, showing in a short form the lateness of the night mails from London, at many of the chief towns and ports of the kingdom during the months of October, November, and December 1853.

Your Committee make this selection, because the return comprises the mails which they believe carry the greatest proportion of the correspondence of the country, and run over most of the principal lines of railway, and they have chosen the months of October, November, and December, as illustrative of that part of the year, in which the greatest amount of irregularity may be supposed to occur.

The first branch of the inquiry to which the Committee directed their attention, was that of the postal service between London and Newcastle-upon-Tyne, from which latter place various memorials and petitions appear to have been presented within the last few years, complaining of the serious inconvenience to which the inhabitants, not only of the town itself, but of a large and important surrounding district, have been put by the irregularity of the arrival of the London mails.

The district comprehended in this case, and which is affected even more seriously than Newcastle itself, comprises the greater part of the county of Northumberland, the populous towns of Sunderland, Gateshead, and North and South Shields.

As more than ordinary importance appears to have been attached to this case, and as it embraces nearly all the points affecting the subject of inquiry, the Committee think it right to enter upon it in some detail.

The mails from London are conveyed by means of the London and North Western Railway as far as Rugby, by the Midland Railway to Derby, by the North Midland, and York and North Midland Railway to York, and by the York, Newcastle, and Berwick Railway to Newcastle.

The distance is 306 miles. The time for the arrival of the night London mail, which leaves Euston-square at 9 p. m., is seven o'clock, showing the average speed of about 30 miles per hour.

The following extract from Return No. 11, shows the number of minutes which the night mails from London were behind time on each day in the months of October, November, and December, on their arrival at Newcastle :—

DATE.	NEWCASTLE. *10 h.**			DATE.	NEWCASTLE. *10 h.**		
1853:	Oct.	Nov.	Dec.	1853:	Oct.	Nov.	Dec.
1 - -	25	20	45	17 - -	58	58	70
2 - -	5	270	80	18 - -	19	57	22
3 -	30	34	57	19 - -	60	30	95
4 - -	16	47	20	20 - -	22	20	80
5 - -	47	30	42	21 - -	37	89	80
6 - -	55	20	38	22 - -	34	112	85
7 - -	50	40	30	23 - -	18	75	125
8 - -	33	30	25	24 - -	30	54	100
9 - -	22	39	82	25 - -	20	70	20
10 - -	58	40	67	26 - -	46	55	46
11 - -	40	50	38	27 - -	29	17	115
12 - -	63	56	46	28 - -	60	30	95
13 - -	53	23	57	29 - -	30	34	294
14 - -	34	60	60	30 - -	21	50	93
15 - -	36	42	40	31 - -	24	- -	134
16 - -	24	110	102				

* The figures in *Italics* show the Time allowed for performing the Journey from London to each Station.

It appears that in the month of October there was an average daily lateness of 35 minutes, varying from five minutes to one hour and three minutes, and on ten of the days, the lateness exceeded three quarters of an hour.

In the month of November, the average daily lateness was 53 minutes, varying (exclusive of one extraordinary delay of 4 hours and 30 minutes) from 17 minutes to 1 hour and 52 minutes.

On 15 days in this month the lateness exceeded three quarters of an hour; on 7 of those days it exceeded an hour.

In the month of December the average lateness (exclusive of one day, on which a deep snow caused more than common obstruction) was 69 minutes, varying from 20 minutes to 2 hours and 14 minutes.

On 22 days the lateness exceeded three quarters of an hour; on 17 of those days it exceeded one hour.

From the evidence of Captain O'Brien it appears that the average daily lateness from June 1853 to march 1854 inclusive, was as follows:

June - - -	22 min.	November - -	52 min.
July - - -	25 „	December - -	69 „
August - -	34 „	January 1854 - -	59 „
September - -	35 „	February - -	42 „
October - -	40 „	March - - -	22 „

General average of nine months, 40 minutes.

It

It is obvious that in a district comprising such extensive manufacturing and commercial interests, so great an amount of lateness and irregularity in the conduct of correspondence must be highly inconvenient and prejudicial, and it may be observed that each witness examined before the Committee has complained more seriously of the great uncertainty of the arrival of the mails, than of their general lateness.

It is stated by one of the witnesses, that no one knows, to within two hours, at what period he may receive his letters.

The evidence as to the causes of this irregularity, and the remedy for it, is of a conflicting character. The witnesses from the Post Office attribute it mainly to the defective management of the railway companies.

Captain O'Brien, the general manager of the York, Newcastle, and Berwick Railway Company, thinks that, generally speaking, the fault arises in the Post-office system, especially the "system of centralisation of letters at Tamworth;" secondly, to the circumstance of the mail trains going by a more circuitous line than is necessary; and thirdly, to the time allowed for the train over the railway with which he is concerned being so short that "it is physically impossible for the distance to be performed within it."

This view of the case is more or less participated in by Mr. Hodgson Hinde, and by Mr. Allhuysen, who represented the Chamber of Commerce of Newcastle, Shields, and Gateshead, and by other witnesses. A portion of the irregularity has been attributed by some of the witnesses to the delay in the delivery of the mails to the London and North Western Railway Company at the Euston Station.

With a view to a correct apprehension of these several causes, it may be stated, that the term "system of centralisation at Tamworth," refers to Tamworth being the point at which all bags arriving from the west of England, Wales, Ireland, and Scotland, for Yorkshire, Newcastle, and the northern and north-eastern districts of England concentrate, and it is maintained that the irregularity of the arrival of the mails containing these bags at Tamworth, is a frequent cause of the detention there of the mail proceeding to the north by Newcastle.

The second objection refers to the fact, that there is by means of the Great Northern Railway, a nearer route by nearly 30 miles, than that by which the mails are now carried between London, York, Newcastle, and all places on the east coast, south of Edinburgh.

As regards the third objection, it may be stated, that the speed required for the mail trains along the York, Newcastle, and Berwick Railway, is 44 $\frac{2}{11}$ miles per hour between York and Newcastle, and 36 $\frac{1}{2}$ miles between Newcastle and Berwick.

Your Committee will take first those causes of irregularity which affect this district alone, reserving for after consideration those generally applying to the postal service throughout the country.

It appears by the evidence given by Mr. Hill, the Secretary to the Post Office, and by the Returns for which Your Committee have called, that there has been, though by no means to the extent stated, a delay at Tamworth arising from the causes assigned.

The objection relative to the length of the present route as compared with that by the Great Northern Railway, involves all the main considerations which affect the general postal arrangements of the kingdom. On the one hand, if the question was alone in what way the district through which the Great Northern Railway passes, between London and Newcastle, by the eastern line of country, could be best served, there can be no doubt that the advantage which it possesses of being nearly 30 miles shorter, would of itself give it the preference over any other.

On the other hand, it is contended that in the postal arrangements of the country a reasonable economy, and more especially a combination of services, must have their due weight, and it is maintained that in both these latter respects the present route has the advantage over the Great Northern.

Your Committee believe that the following is a tolerably correct summary of Mr. Hill's and Mr. Seymour Clarke's views on this point; the one in support of the present route, the other favourable to the route by the Great Northern Railway.

Mr. Hill maintains that the mere transfer of the Northern night mails from the North Western and Midland routes to the Great Northern route would be productive of inconvenience instead of advantage to the public, because in accelerating the letters from London and a few of the towns on the Great Northern line, the correspondence from the Midland counties, West of England, South Wales, Birmingham, Wolverhampton, Liverpool and Manchester, North Wales, the North-west of England and Ireland, would be left behind, and subjected to a delay varying from 12 to 24 hours.

In order, therefore, to obtain the advantages derivable from the use of the Great Northern line for the night mail, he maintains that it would be necessary to combine that measure with other very costly arrangements for the purpose of obviating the extensive injury with which the change would otherwise be attended; and this could only be done by placing an additional mail train on the line from Milford to Newcastle and Edinburgh, and by doubling also the branch mails as well as the deliveries at the towns affected.

Mr. Hill also states, that the benefit to be obtained from these arrangements (which he estimates would lead to an expenditure of upwards of 30,000*l.* a year) would be limited to the district on or near the eastern coast, north of Newcastle, and south of Edinburgh, containing no towns of much correspondence; and that the whole advantage to the district in question (for which so large an outlay is to be incurred) would consist in expediting by about an hour the delivery of only a portion of its correspondence from the South.

For these reasons he maintains that the interests of the public will be most effectually promoted by keeping to the existing lines, and expending a fraction of the estimated increased outlay in accelerating the mail trains on the present routes.

The principle which the Post Office holds in view in framing the general mail service of the kingdom seems to be to concentrate or mass the correspondence, as far as is practicable, on a few trunk lines or arteries, and to select for the purpose such main lines as can be made the means of affording to the public generally the largest amount of postal convenience; and there are many cases in which the Post Office appears, for these reasons, to have adopted a circuitous route for a portion of the correspondence to some particular district to which a more direct route is open. This apparent anomaly Mr. Hill explains on the principle above stated, and justifies it by a regard to the convenience of the districts referred to.

On the other hand, Mr. Seymour Clarke contends that the Great Northern line traverses in itself a district of sufficient importance to warrant the expense of a mail train between London and York, leaving King's Cross and arriving at King's Cross at times convenient for the Post Office arrangements in London; further, that the fact of the Great Northern line to York being shorter by nearly 30 miles than the Midland, justifies the expectation that the Postmaster-general should enable the several localities north of York to avail themselves of this decreased distance. He thinks that if the Post Office could not arrange to bring all the Western letters to York in time for the departure of a train to run therefrom in connexion with a proposed Great Northern train, they might be forwarded by a succeeding train running on the York and Berwick line.

He states that the Great Northern Company are prepared to carry the mails between London and York on very reasonable terms; and he thinks that the intention to accelerate the mails on the west coast route, even if practicable, will

will not meet the requirements of the Great Northern districts proper, nor the complaints of the public.

He refers to the fact that these districts are served by cross-country mail carts and walking postmen, and it is his opinion that any speed that can be maintained by the western route can be equalled if not excelled by the east coast route, and that the line being less crowded with traffic, and the gradients more favourable, trains at high speed are more likely to be punctual than on railways differently circumstanced.

He maintains that this fact is borne out by the Time Tables of the Great Northern trains, during the periods selected by Mr. Rowland Hill, as handed in by himself.

After a close examination of the evidence on both sides, Your Committee are unwilling to interfere with the responsibility of the Post Office, but they are of opinion that the districts from which these complaints have originated are of sufficient importance to require not only an earlier delivery, but greater exactitude than has hitherto prevailed, and they venture to suggest that arrangements should be made by which the night mail should arrive at Newcastle with punctuality, by one or other of these routes, at an hour not later than six in the morning.

Such an amount of acceleration would not only remove all just grounds of complaint at Newcastle, but would afford a remedy for some of the inconveniences complained of in the evidence of Sir George Grey as affecting the rural districts of the county of Northumberland.

Your Committee would next advert to the railway communication between London, Glasgow, and Edinburgh.

RETURN showing the Number of Minutes the NIGHT MAILS were Late in arriving at *Glasgow* and *Edinburgh* in the Months of October, November, and December.

DATE. 1853:	GLASGOW. *14 h. 23 m.**			EDINBURGH. *13 h 58 m.**		
	October.	November.	December.	October.	November.	December.
1	-	42	37	42	37	37
2	-	58	68	7	47	57
3	-	17	85	37	27	77
4	-	47	7	29	40	57
5	-	37	82	27	37	47
6	-	4	51	17	12	47
7	-	67	62	37	32	47
8	-	29	25	58	22	22
9	No record	12	77	2	4	59
10	No record	12	60	67	22	62
11	No record	77	27	27	67	62
12	No record	28	47	62	37	42
13	No record	7	32	22	12	32
14	-	No record	37	77	167	37
15	-	No record	81	12	17	72
16	-	62	122	2	42	107
17	-	27	72	17	22	72
18	-	60	2	62	47	5
19	-	20	87	22	22	87
20	-	15	57	32	2	37
21	-	62	62	32	57	42
22	82	62	37	64	66	31
23	7	21	128	19	17	127
24	14	27	52	7	20	52
25	20	48	47	17	42	42
26	7	40	61	7	47	52
27	7	17	60	2	22	57
28	62	22	42	77	17	42
29	27	12	302	32	-	297
30	2	10	82	2	2	77
31	194	-	80	197	-	77

* The figures in *Italics* show the Time allowed for performing the Journey from London to each Station.

It will be seen by the above Return that, as regards Edinburgh, the daily average of lateness in the month of October (exclusive of one extraordinary delay of three hours and 17 minutes, was 31 minutes, varying from two minutes to one hour and 17 minutes. On eight days in this month the delay exceeded three-quarters of an hour, and on five days it exceeded an hour.

In November, the average was 33 minutes, varying from two minutes to an hour and seven minutes. In this month there were seven delays above three-quarters of an hour, and three delays above an hour.

In December, the average daily delay was 55 minutes (making the same exception as above), varying from five minutes to two hours and seven minutes. On 20 days the delay exceeded three-quarters of an hour; on 11 days it exceeded an hour.

As regards Glasgow, the Return is only perfect for the month of December, in which, with the same exception, there is an average delay of 58 minutes, varying from two minutes to two hours and eight minutes. On 22 days, the delay exceeded three-quarters of an hour; on 17 days it exceeded an hour.

The distance between London and Edinburgh is 401¼ miles; between London and Glasgow, 405¼ miles, and the speed of the mail trains to these places is as follows:

	Miles.	Stoppages.	Time allowed for stoppages.	Average speed per hour.	Average running speed.
London to Preston { morning mail	210¼	9	41 min.	32 miles	36 miles
London to Preston { night mail	210¼	13	61 min.	29¼ „	34 „
Preston to Carlisle -	90				
Carlisle to Edinburgh -	100¾	morning mail- -		29 „	34 „
Carlisle to Glasgow -	104¾	night mail - -		28 „	32½ „

On the line now under consideration, as on that last adverted to, the irregularity appears to be attributable to various causes.

Captain Huish, the general manager of the London and North-Western Company, attributes it in some degree to the delay of the arrival of the Post-office bags at Euston-square, and still more to the detention at Crewe, caused by the necessity of distributing the bags amongst three lines, which branch off to Ireland, to Scotland, and to Manchester from that place.

He states that it sometimes occurs that nine omnibus loads, weighing 11 tons, have to be provided for at the Euston Station in the short time allowed for this purpose, and that in consequence "the mails frequently do not start from the Euston Station till 10 minutes or a quarter of an hour, and on foreign mail nights not perhaps for half an hour, after their proper time."

He gives, as the average daily delay on the part of the Post-office, 10 minutes in November, and 12 minutes in December; but this refers to the time fixed for the arrival of the bags at Euston Station, rather than to the consequent detention of the mail train.

He thus describes the detention at Crewe, as given to him by one of the servants of the company: "By the up night mail, and from the Crewe post-office, there are 76 bags which are sorted, and will load two large platform trucks; these are ready for the down mail. There are 142 bags delivered on the platform from the mail on its arrival, to re-sort and re-load for each division, which with the 76 make 218 bags altogether."

These bags have to be received, checked, and reloaded into their respective vehicles, and "if a bag should be missing, or a key lost, the delay becomes excessive, and throws out the train all the way to Aberdeen on the one side and to Dublin on the other." He makes the following remark, which is generally applicable: "If mail trains for which specified times are provided are kept over, they become very irregular, they get out of their turn and get mixed in some parts of the large ramified system throughout the kingdom with other trains that ought to have been clear of them, and the confusion very soon becomes worse confounded." He adds, "Where we have 705 trains running in a day over the line in all its branches, any irregularity must very seriously inconvenience us."

As

As regards both the day and the night mails upwards, he complains greatly of the extreme irregularity of the reception of the mails from the West Coast and from Ireland, for which the up-train from the north has to wait at Crewe; and he recommends the entire separation of the Scotch and Irish mail trains, as the best means of avoiding this delay.

Your Committee are of opinion that under different arrangements as to the size and nature of mail trains greater regularity could be maintained; the evidence of Captain Huish, on the subject of a proposal on the part of the Post Office for greater acceleration, leads them to believe that this cannot in some instances be effected by trains of such magnitude as those which now convey the mails.

The following column of the Return before alluded to will show the lateness of the arrival of the night mail train at Holyhead during the months of October, November, and December:—

Date.	Holyhead. 8 h. 48 m.*			Date.	Holyhead. 8 h. 48 m.*		
1853:	Oct.	Nov.	Dec.	1853:	Oct.	Nov.	Dec.
1	36	67	48	17	52	32	77
2	20	56	54	18	12	61	2
3	79	51	No record	19	32	34	56
4	40	54	No record	20	46	12	62
5	35	62	47	21	77	36	42
6	55	16	33	22	45	87	34
7	53	27	31	23	16	33	92
8	32	30	54	24	28	29	57
9	17	36	68	25	12	49	49
10	33	45	52	26	23	32	72
11	39	64	12	27	32	18	72
12	71	22	34	28	57	37	62
13	19	20	28	29	25	17	297
14	No record	152	38	30	24	17	78
15	33	31	122	31	87		209
16	27	37	91				

* The figures in *Italics* show the Time allowed for performing the Journey from London to each Station.

The average daily lateness for the month of October (exclusive of one day of which there is no record, and one for a more than common accident) is 30 minutes, varying from 12 minutes to one hour and 19 minutes.

On 10 days the delay exceeded three-quarters of an hour, on three days it exceeded an hour.

In the month of November the average daily delay was 42 minutes, varying from 17 minutes to two hours and 32 minutes. On 11 days the lateness exceeded three-quarters of an hour. On six days it exceeded an hour.

In December the average daily delay (exclusive of two days of which there is no record, and two delays of upwards of three hours, which may be supposed to be accidental) was 54 minutes, varying from two minutes to two hours and two minutes. On 20 days the delay exceeded three-quarters of an hour. On 12 days it exceeded an hour.

The distance from London to Holyhead is 263 miles, and the speed of the mail trains is as follows :—

		Miles.	Stoppages.	Time allowed for stoppages.	Average speed per Hour.	Average running speed.
London to Chester	morning mail	178½	8	36 min.	32½ miles	36 miles
	night mail		10	45 „	29½ „	34 „
Chester to Holyhead	morning mail	85	4	11 „	32 „	34¾ „
	night mail		5	13 „	32 „	34¾ „

The same remarks apply to this line as to the one last adverted to.

Another branch of inquiry to which Your Committee directed their attention was the postal service of the district comprising the Potteries and the towns of Macclesfield, Leek, and Congleton. The grounds of complaint in this case, which were stated to have existed since 1850, and which had been frequently brought under the notice of successive Postmasters-general, were that the letters of this important manufacturing district were sent by the circuitous route of the North Western Railway, thereby rendering necessary the use of mail-carts, notwithstanding the North Staffordshire Railway afforded a direct communication, and that this mode of conveyance, they alleged, exposed their correspondence (which frequently comprised valuable remittances) to great insecurity. The objection that has been always made on the part of the Post Office to the use of the North Staffordshire Railway is the additional expense which would be thereby incurred, which, in their opinion, does not appear to be commensurate with the advantages to be obtained.

RETURN showing the Number of MINUTES which the Night Mails from *London* were behind Time at *Bristol*, and *Exeter*.

DATE.	BRISTOL. *4 h. 20 m.**			EXETER. *7 h. 10 m.**		
1853 :	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.
1	5	14	15	30	25	25
2	- - -	40	20	10	70	33
3	8	10	35	27	22	47
4	8	2	2	15	70	12
5	6	- - -	15	19	10	32
6	9	- - -	7	22	12	35
7	38	10	10	55	20	30
8	22	25	36	39	19	74
9	- - -	41	18	14	75	40
10	12	20	15	25	40	18
11	3	40	15	15	50	25
12	23	25	10	40	50	23
13	5	7	13	13	30	15
14	35	- - -	35	45	15	60
15	22	10	55	25	25	70
16	- - -	35	25	7	27	43
17	25	33	20	49	12	42
18	9	48	20	20	51	10
19	- - -	17	17	10	30	35
20	14	- - -	40	27	10	60
21	16	34	24	35	55	42
22	18	28	20	50	25	55
23	9	42	74	17	35	119
24	25	17	65	40	26	103
25	5	15	7	40	22	20
26	7	No record	140	7	13	160
27	- - -	- - -	27	5	10	43
28	10	8	39	35	12	35
29	- - -	15	41	2	29	74
30	3	29	23	12	52	295
31	51	- - -	60	10	- - -	100

* The figures in *Italics* show the Time allowed for performing their Journey from London to each Station.

The average daily lateness at Bristol in the month of October is 12 minutes, varying from 3 minutes to 51 minutes. On only one day in this month was the mail three-quarters of an hour behind its time.

The

The average daily lateness for November is 19 minutes, varying from two minutes to 48 minutes. On one day only did the lateness exceed three-quarters of an hour.

In the month of December the average daily lateness was 30 minutes, varying from two minutes to two hours and 20 minutes. On five days the lateness exceeded three-quarters of an hour, and on four days it exceeded one hour.

The distance from London to Bristol is 118 ¼ miles. The average speed 26 ½ miles, the running speed 38.89 miles an hour. The speed of the express trains is 49 to 50 miles per hour.

Mr. Saunders, the manager of the Great Western Railway Company, attributes the delays on this line to the fogs and slippery state of the rails usually prevalent during the months of October, November, and December, to occasional delay in the delivery of bags at the Paddington station, to occasional want of sufficient accommodation for parcels (an inconvenience, however, which is now cured by the establishment of larger premises), and to the necessity which exists of re-forming the mail train, and of counting parcels in and out at the stations.

Mr. Saunders considers that it is quite impossible to increase the present speed of the Mail trains, and assigns the following reasons for the greater punctuality of the express than the mail trains:

"It is because our express train is diminished in weight; it is because it is diminished in the work it has to do, and in the stoppages in the different stations that we are able to carry it on with greater punctuality than we do the mails." And he adds, that the express train usually averages six carriages in number and about 60 tons in weight; whereas the average of the mail trains is 11 carriages and 110 tons in weight.

The average daily lateness of the mails at Exeter in October was 24 minutes, varying from two to 55 minutes; on three days it exceeded three-quarters of an hour.

In November the average daily lateness was 31 minutes, varying from 10 minutes to one hour and 15 minutes; on eight days it exceeded three-quarters of an hour; on three days it exceeded one hour.

In December the average daily lateness was 49 minutes, varying (with one exception from accident) from 10 minutes to two hours and 40 minutes; on 12 days it exceeded three-quarters of an hour; on nine days it exceeded one hour.

The distance from Bristol to Exeter is 76 miles, the average speed 26 miles, the running speed 35 miles an hour. The carriages of the mail train, which on this line it appears include horse-boxes, carriage trucks, and other vehicles, average about eight in number; the weight of the bags is supposed to be about one ton fifteen hundred-weight.

Mr. Badham, the general superintendent and secretary, and Mr. Wall, the manager of the goods traffic, appeared before the Committee, and assigned the following as the chief causes of irregularity:—Firstly, the shortness of the time allowed; secondly, the frequent slippery state of the rails at the time of year named in the Return; thirdly, the shortness of time allowed at Bristol for the change and re-arrangement of the carriages. They state that this work, which they are required to do in 10 minutes, cannot be properly performed under 20, and the average has been hitherto 22 minutes.

They attributed the great difference between the running and the average speed to there being six stoppages in the course of 76 miles.

It appears to Your Committee that the delay at Bristol may be materially diminished by mutual arrangements between the Bristol and Exeter and the Great Western Companies, similar to those which enable the same Post office carriage to run throughout along various lines forming the route from London to Aberdeen.

The columns headed Manchester, Liverpool, Norwich, &c. show a greater or less degree of irregularity which it is desirable to correct.

Your Committee investigated several of these cases; but they believe that the above selection affords grounds for forming a correct judgment of the general circumstances in which delays and irregularities in the conveyance of mails by railways have originated. After a careful examination of these

circumstances, they have come to the conclusion that the irregularity in the service may be traced in some degree to the physical difficulties incident to the regular performance of services dependent on mechanical power liable to be materially affected by weather, and to a certain degree of laxity which had obtained in the details of the management on either side, but that it must also be attributed to causes such as can only be permanently remedied by an alteration of the law under which the Post-office service is now conducted.

It is generally admitted that great improvement has recently taken place both on the part of the Post-office and of the railway companies, as compared with the three months which Your Committee have specially referred to in this Report; and it is the opinion of some of the witnesses that the rates of speed now fixed, and, in some instances, a still further acceleration, can be maintained provided the present exertions of both parties be continued; but the correspondence between the railway companies and the Post-office of itself establishes the fact, that in some cases, under the present system, no increased acceleration can be effected without the risk of increased irregularity. Mr. Saunders's evidence is conclusive on this point as regards the Great Western Railway. It is impossible to expect the same speed or the same regularity with a train of 110 tons, conveying passengers and parcels and stopping at more numerous stations, as with a train of 60 tons not subject to the same disadvantages. Captain Huish also, in speaking of the proposal of the Post-office for further acceleration, to which his company were anxious to accede, owns that, in order to keep the prescribed time, it would have been necessary to reduce the number of carriages attached to the mail train. The Post-office has, however, no power at present to regulate the number of passenger carriages, or the weight of the trains.

It appears from the evidence, and is assented to by the officers of the Post-office, that there has been manifested by railway companies great readiness to meet and fairly to carry out any suggestions made to them by the Post-office for facilitating and expediting the public service; and Your Committee would regret that it should be understood from the measures which they suggest, that they take a different view of their liberal conduct.

It is, however, necessary to advert to the following cases, which are altogether exceptional. The right of the Post-office to send a guard in charge of bags as a second-class passenger, with the power of delivering and receiving bags at the stations, has in some cases been disputed. Instances have also occurred in which a request that bags may be delivered as parcels to Post-office servants at stations, has been denied, and the right of the Post-office to erect machinery for the reception and delivery of bags to and from passing trains, whereby much time is saved, has also been disputed.

Your Committee feel it to be their duty to call the attention of The House to the proofs which the evidence presents of the constantly increasing demand of the country for postal facilities and accommodation, and to the annual increase in the number of letters and newspapers conveyed.

According to the evidence taken by Your Committee, it has been stated that the chief consideration which actuates the Post-office authorities in determining an extension of postal convenience is, whether such convenience is commensurate with the expense to be incurred. Your Committee are of opinion that this principle should be acted upon in the most liberal spirit, and that the cost of such additional accommodation, either in speed or extension, should alone enter into consideration, regardless of any profit or net revenue to be derived therefrom.

Your Committee are of opinion, that much of the dissatisfaction expressed by the public with reference to the service of the Post Office, may be traced to the uncertainty that prevails as to the degree in which the Post Office is a source of net revenue, and they recommend that the total expenses and receipts, including those of the Colonial and Foreign postal service, should be stated in an annual account to be submitted to Parliament.

Your Committee recommend that the Act 10 & 11 Vict. c. 85 should be amended, and are of opinion that, with the view of securing a strict observance of the arrangements between the Post Office and the railway companies, it is desirable that a system of deduction of payment for irregularity in performance of the services by the railway companies should be made matter of contract, and

and that the exact conditions and circumstances under which such deduction shall be made, shall be determined by mutual agreement, or by arbitration.

That the Postmaster-General should be authorised to require for mail trains such a rate of speed as he may deem desirable, subject however to its being certified by the Railway Department of the Board of Trade in such cases to be consistent with safety.

That mail guards travelling by trains as second-class passengers should be empowered to deliver and receive bags at the various stations.

That railway companies should be directed to deliver Post-office bags sent as parcels to the Post-office servants at their stations, and that it be matter of arbitration whether or not any addition or reduction should be made to or from the usual rate of charge for carrying such parcels in respect to any profit or cost which would accrue to the Railway Company from the delivery of such parcels.

That power should be given to the Post Office to erect machinery for delivering and receiving bags to and from passing trains whenever it may be thought necessary for the public service, and where it is consistent with safety.

The House has directed inquiry to be made into the best mode of remunerating railway companies for the services which they perform.

Compensation is now awarded under the 10 & 11 Vict. c. 85, and the amount is determined by arbitrators appointed by the Post-office and the railway company, and by an umpire selected by the arbitrators, previous to entering upon their duties.

Objections have been offered to this part of the system on the grounds, first, of the delay which sometimes occurs in making the awards, and, secondly, of the fluctuating decisions of umpires.

Instances were adduced to Your Committee of awards not being completed within several years of the time at which the arbitrators were appointed, owing to the non-agreement of the arbitrators in the choice of an umpire.

The debt from the Post Office to the railway companies remained in the meantime unpaid, and in one instance the sum of 28,000*l.*, and in another of 140,000*l.* was due when the decision of the umpire was at last obtained.

The fluctuating nature of the awards has been attributed in great measure to the circumstance of the umpires being frequently chosen from amongst parties unaccustomed to decisions of the kind; and instances were adduced before Your Committee in which the amount of compensation was stated to have varied to a far greater extent than appeared to be justified by any difference in the services required.

Lord Canning says, "It is difficult to argue against the justice of the system of arbitration; but in practice it certainly, in my opinion, has tended to a great uncertainty in the amounts which the Post Office have to pay for the services performed. I attribute it to the fact, that umpires selected by the arbitrators are very frequently parties who with the fullest intention to decide impartially and justly, do not bring to their decision a sufficient amount of knowledge and experience of the matters on which they are consulted."

One of the results of this uncertainty appears to be a hesitation on the part of the Post Office in affording greater accommodation to the public in those cases where the amount of postal revenue is so moderate as not to justify the risk of any great increase of expenditure.

Your Committee are of opinion that the mode of obtaining awards in cases of dispute between the Post Office and the Railway Companies has not been attended in all cases with satisfactory results. And Your Committee think, therefore, that the public service requires that umpires should in all cases be appointed whose general knowledge and experience may fully qualify them to decide the cases submitted to their judgment.

Great inconvenience appears to have arisen in some instances from the difficulty and the delay which has occurred in the choice of an umpire; and, after mature consideration of this embarassing question, Your Committee are disposed to agree with the opinion of Major Williams, as given in his evidence,

namely, that if after a certain number of days the arbitrators are unable to agree in the choice of the umpire, that the nomination should then be left to one of the judges.

The real difficulty, however, consists in there being no well-defined principle to guide the decisions of the arbitrators; and it is believed that, up to the present time, there has rarely been an instance of agreement between the arbitrators named by the Post Office and the Railway Companies as to the principles on which compensation should be awarded.

The subject of compensation may be thus divided: first, the cost of engine power; secondly, the cost of carriage and station accommodation afforded to the Post-office; thirdly, the amount of toll; fourthly, the additional cost of the working staff; and fifthly, the interference with the traffic of the railway company.

There is no great difficulty in fixing the price to be paid by the Post Office for any amount of service when the mails are carried by one of the ordinary passenger trains, but great difference of opinion appears to have arisen on the question of tolls and compensation for interference.

In former times carriages conveying Her Majesty's mails were exempted from the payment of tolls imposed upon the public for the repayment of capital expended by private individuals in the improvement and repair of public roads, and the Committee on Railways which sat in 1838 appears, from their 6th Resolution, to have been guided by this precedent.

That Committee recommended "that power should be given to the Post Office to run their own engines on any railway with a train containing a limited number of passengers and weight of luggage, if they shall so think fit, without payment of tolls; subject, however, to a payment to be fixed by arbitration, if necessary, for any services or accommodation which may be required of the company by the Post Office."

This view of the case was, at least, founded on former practice; but since the establishment of the penny postage, greater facilities having been given to the public for sending books and parcels through the Post Office, the railway companies have maintained that a serious injury has been inflicted upon them by the competition established with them as common carriers, and they have claimed therefore the payment of tolls for Post-office service.

Your Committee have instituted an inquiry into this part of the subject, in order to ascertain how far this alteration of the law has interfered with the parcel traffic, which under other circumstances might be reasonably supposed to pass through the hands of the railway companies.

It has been impossible to make any exact calculation, but they would refer to the evidence of Mr. Rowland Hill as affording the best test.

The number of parcels which left the General Post Office in one day by the night mail was 6,342. Mr. Hill gives one-fourth of that amount for the morning mail outwards, the same for the night mail inwards, and one-tenth for the day mail inwards, making a total of upwards of 10,000; and seeing that about one-half of the letters of the kingdom pass through the London Post-office, he would apply the same rate to parcels, and double the above number as the probable amount of parcels in the kingdom; thus making it about 20,000.

The 6,342 parcels were thus classed:

"Bearing a penny stamp, there were 1,039; these consisted principally of pill-boxes: bearing two stamps, there were 1,974; four stamps, 1,629; six stamps, 866; eight stamps, 302; ten, 166; twelve, 128; fourteen, 68; sixteen, 42; eighteen, 27; above eighteen, 101."

The weight of the book parcels, at 6 *d.* per pound, was six cwt. and two lbs.

From a personal inspection of the Post Office on the day alluded to by Mr. Hill, Your Committee have reason to believe that a large proportion of these parcels would not be sent, but for the facilities afforded by the Post Office in their distribution.

It is, however, undoubtedly the case, that a considerable amount of parcels is thus abstracted from the usual means of conveyance, and that the Post Office is become, to that extent, a competitor with public carriers.

Your

Your Committee by no means recommend that the present practice should be abandoned; on the contrary, they believe that incalculable advantages are derived from it by the public, not only as regards convenience in the transmission of common parcels, but more particularly in the diffusion of literature and knowledge in country districts, which could not be approached with equal facility by other means.

The evidence of Mr. Knight, the eminent publisher, as to book parcels, is worthy of especial attention.

They advert to the subject, however, in order to show a cause for, and to justify, the departure which has taken place from the former practice, in charging Her Majesty's mails with tolls.

The question still remains, on what principle these tolls are to be calculated.

Major Harness and Major Williams, who for many years have acted as arbitrators on the part of the Post Office, have stated their views in answer to questions 3906 to 3916, and 3975 to 3977, to which Your Committee would call special attention. It is difficult, however, to apply the principles asserted by them strictly to all cases, and on the whole, Your Committee are disposed to recommend that a Commission of two or more experienced engineers should be appointed expressly to consider whether a tonnage toll, or mileage rate to include every charge, could not be fixed for Post-office service, which, though not exactly suited to each particular case, might be generally fair to all parties.

The circumstances of each case of interference with the railway traffic of companies vary so extremely, that it is impossible for Your Committee to lay down any rule which would not be subject to almost numberless exceptions. The alteration in the time of a train, an hour of starting, not suitable to the travelling public, the necessity of an increased number of servants, and various other circumstances which affect the interests of a company, have to be considered, the probable results of which can often be only guessed at, even by a person of the greatest experience in such matters, and are quite beyond the judgment of any one looking into the matter for the first time.

Evidence has been received before Your Committee on the weight of the mails, and of the relative proportions borne by letters, parcels, and newspapers, of the aggregate bulk which passes through the Post Office.

Estimated Average Number of Letters, Book Packets, Newspapers and Bags now forwarded by the Night Mails from the Inland Office, *London*, and the Estimated Weight of the same.

					Per Cent. of the whole Weight.
		Tons.	*Cwt.*	*Qrs.*	*Lbs.*	
217,500	Letters (estimated weight)	1	16	0	1	13
865	Book Packets (estimated weight)	–	6	0	2	2
124,333	Newspapers (estimated weight)	10	19	1	0	76
1,085	Bags (estimated weight)	1	6	2	16	9
	Total	14	7	3	19	100

The above number of letters includes 11,943 official letters, weighing 10 cwt. 1 qr. 21 lbs.
The average weight of an official letter therefore is 1·566 oz., or rather more than 1½ oz.
The average weight of a letter from the public is ·223 oz., or less than ¼ oz.
The average weight of a letter passing through the office (public as well as official) is ·296 oz., or less than $\frac{3}{10}$ oz.
The average weight of a letter (including public and official correspondence and book packets) is ·345 oz., or more than ⅓ oz.
The average weight of a book-packet is ·78 lbs. = 12·48 oz.
The average weight of a newspaper is 3·16 oz.

It is thus shown that letters form only 13 per cent.; bags, nine per cent.; and parcels, two per cent.; and that newspapers represent 76 per cent. of the whole weight conveyed. The whole of these newpsapers are conveyed free of all postage charge to the public.

Your Committee, having taken some evidence with regard to Irish mails conveyed by railways, find that great complaint is made of the detention of the country letters in Dublin, and are of opinion that if a sorting office were established either in the railway mail to Holyhead, or in the packet from Holyhead to Dublin, it would materially facilitate the despatch of mails to the interior of Ireland.

The purport of the evidence has been, that much greater speed than the present might be obtained on the Irish railways. It appears that in many respects they are managed as well as English lines, and the irregularity is not great; but the average rate of speed is less, while the amount of remuneration is far greater than that generally given to the latter.

Your Committee would refer to the evidence of Mr. Herbert, a Member of the Committee, of Lord Bernard, and Mr. Fishbourne, and Captain Huish, touching upon the Irish postal service generally; and also to the evidence taken before the Committee of last Session on the Postal Communication between London and Dublin, referred to this Committee.

Several representations have been made to Your Committee connected with postal service, upon which, as they are not immediately within the reference, they make only a passing record.

They believe that considerable acceleration of the colonial and foreign mails might be effected by the establishment of sorting offices on board some of the principal mail-packets, so as to ensure the bags being despatched to their respective destinations by the first railway trains which start after their arrival in port. This would be an especial benefit to Liverpool, Manchester, and Bristol, from whence complaints have been made of the advantage possessed by London merchants over them in this respect. The evidence of Mr. Bouch, Chairman of the Chamber of Commerce of Liverpool, of Mr. Boothman, the Secretary to the Manchester Chamber of Commerce, and Mr. Zwilchenbart from Liverpool, and of Mr. Jack, and Mr. Somerton from Bristol, are worthy of attention, not only upon this point, but upon other Post-office arrangements desirable for those towns.

The following is a reference to evidence given respecting particular districts:

Sir George Grey, M.P.	Northumberland.
Mr. Hollings, Mr. Ricardo, M.P., Mr. Stephenson	As to postal arrangements in the Potteries and the North Staffordshire Railway.
Mr. Egerton, M.P., Mr. Brocklehurst, M.P.	Macclesfield and the North Staffordshire Railway.
Mr. Veasey	Huntingdon and the Great Northern.
Mr. Bouch, Mr. M'Fie, Mr. Banning, and Mr. Zwilchenbart	Liverpool.
Mr. Jack, Mr. Somerton	Bristol.
Mr. Boothman	Manchester.
Mr. Pellat, M.P.	Staines district.
Mr. Cowan, M.P.	Penicuick and Edinburgh.
Mr. Mackie, M.P.	Kirkcudbright.
Mr. Milner, M.P.	Tadcaster, Boston, Thorpe, and Weatherby.

The replies to them on the part of the Post Office will be found in the evidence of—

Mr. Rowland Hill.
Mr. Bokenham.
Mr. Page, and
Mr. Tilley.

25 *July* 1854.

PROCEEDINGS OF THE COMMITTEE.

Martis, 28° *die Martii*, 1854.

MEMBERS PRESENT:

Mr. H. G. Liddell.	Mr. Blackett.
Mr. Chichester Fortescue.	Mr. E. C. Egerton.
Mr. Hastie.	Mr. Milner.
Mr. James MacGregor.	Mr. Wilson.
Mr. Laing.	

Mr. Wilson Patten, was called to the Chair.

Committee deliberated on their course of proceeding.

[Adjourned to Monday, May 1, at Twelve.

Lunæ, 1° *die Maii*, 1854.

MEMBERS PRESENT:

Mr. Wilson Patten, in the Chair.

Mr. H. G. Liddell.	Mr. James MacGregor.
Mr. G. A. Hamilton.	Mr. Horsfall.
Mr. F. Chichester Fortescue.	Mr. E. C. Egerton.
Mr. Blackett.	Mr. Herbert.
Mr. Divett.	Marquis of Chandos.
Mr. Philipps.	

Captain *William O'Brien*, Mr. *J. Hodgson Hinde*, Mr. *Christian Allhusen*, examined.

[Adjourned to Thursday next, at Twelve o'clock.

Jovis, 4° *die Maii*, 1854.

MEMBERS PRESENT:

Mr. Wilson Patten, in the Chair.

Mr. Philipps.	Mr. E. C. Egerton.
Mr. Divett.	Mr. H. Herbert.
Mr. H. G. Liddell.	Mr. Fortescue.
Mr. G. A. Hamilton.	Mr. Cowan.
Mr. Blackett.	Mr. Milner.
Mr. Horsfall.	

Sir *George Grey*, a Member of the House, Captain *William O'Brien*, Mr. *Duncan Maclauren*, Mr. *John Hodgson Hinde*, and Mr. *Cowan*, a Member of the Committee, examined.

[Adjourned to Monday, at Twelve o'clock.

Lunæ, 8° die Maii, 1854.

MEMBERS PRESENT:

Mr. WILSON PATTEN, Chairman.

Mr. E. C. Egerton.	Mr. Philipps.
Mr. H. G. Liddell.	Mr. Divett.
Mr. Horsfall.	Mr. Thompson.
Mr. Alexander Hastie.	Marquis of Chandos.
Mr. Blackett.	Mr. Fortescue.
Mr. James MacGregor.	Mr. Milner.
Mr. Cowan.	Mr. H. Herbert.

Mr. *Michael Daintree Hollings,* Mr. *John Lewis Ricardo,* Member of the House; Mr. *John Adam Stephenson,* Mr. *Edward Christian Egerton,* a Member of the Committee, Mr. *David Veasey,* Mr. *Edward Page,* and Mr. *William Mordaunt Edward Milner,* a Member of the Committee, examined.

[Adjourned to Friday, at Twelve o'clock.

Veneris, 12° die Maii, 1854.

MEMBERS PRESENT:

MR. WILSON PATTEN, in the Chair.

Mr. James MacGregor.	Mr. Philipps.
Mr. Cowan.	Mr. H. G. Liddell.
Mr. Wilson.	Mr. Fortescue.
Marquis of Chandos.	Mr. H. Herbert.
Mr. G. A. Hamilton.	Mr. Milner.
Mr. Blackett.	Mr. E. C. Egerton.
Mr. Horsfall.	

Mr. *John Brocklehurst,* a Member of the House, Mr. *Thomas Bouch,* Mr. *Henry Macfie,* Mr. *C. E. Banning,* Mr. *Adam Jack* and Mr. *Wm. Henry Somerton,* examined.

[Adjourned to Friday, at Twelve o'clock.

Veneris, 19° die Maii, 1854.

MEMBERS PRESENT:

MR. WILSON PATTEN, in the Chair.

Mr. H. G. Liddell.	Mr. Horsfall.
Mr. James MacGregor.	Mr. Blackett.
Mr. Wilson.	Mr. G. A. Hamilton.
Mr. Fortescue.	Mr. Hastie.
Mr. Divett.	Mr. E. C. Egerton.
Mr. Cowan.	Mr. Thompson.
Mr. Philipps.	Mr. Milner.
Mr. Herbert.	

Mr. *John Mackie,* a Member of the House, and Mr. *Rowland Hill,* examined.

[Adjourned to Monday, at Twelve o'clock.

Lunæ, 22° *die Maii*, 1854.

MEMBERS PRESENT:

Mr. WILSON PATTEN, in the Chair.

Mr. James MacGregor.	Mr. G. A. Hamilton.
Mr. H. Herbert.	Mr. Hastie.
Mr. Divett.	Mr. Blackett.
Mr. Cowan.	Mr. Philipps.
Mr. Horsfall.	Mr. E. C. Egerton.
Mr. Wilson.	Mr. Milner.
Mr. H. G. Liddell.	Mr. C. Fortescue.

Mr. *Rowland Hill*, examined.

[Adjourned till Thursday, at Twelve o'clock.

Jovis, 25° *die Maii*, 1854.

MEMBERS PRESENT:

MR. WILSON PATTEN, in the Chair.

Mr. James MacGregor.	Mr. Philipps.
Mr. Thompson.	Mr. Cowan.
Mr. E. C. Egerton.	Mr. H. Herbert.
Mr. Blackett.	Mr. Fortescue.
Mr. Wilson.	Mr. G. A. Hamilton.
Marquis of Chandos.	Mr. Hastie.
Mr. H. G. Liddell.	Mr. Milner.
Mr. Horsfall.	Mr. Divett.

Mr. *Rowland Hill* and Mr. *John Tilley*, examined.

[Adjourned to Monday, at Twelve o'clock.

Lunæ, 29° *die Maii*, 1854.

MEMBERS PRESENT:

Mr. WILSON PATTEN, in the Chair.

Mr. James MacGregor.	Mr. Wilson.
Mr. Divett.	Mr. Fortescue.
Mr. Milner.	Marquis of Chandos.
Mr. H. G. Liddell,	Mr. Hastie.
Mr. Henry Herbert.	Mr. Thompson.
Mr. Egerton.	Mr. Blackett.

Mr. *Rowland Hill*, Mr. *Apsley Pellatt*, a Member of the House, and Mr. *Seymour Clarke*, examined.

[Adjourned to Thursday, at Twelve o'clock.

Jovis, 1° *die Junii*, 1854.

MEMBERS PRESENT:

Mr. WILSON PATTEN, in the Chair.

Mr. James MacGregor.	Mr. Wilson.
Mr. Egerton.	Mr. H. G. Liddell.
Mr. Philipps.	Mr. Horsfall.
Mr. H. Herbert.	Mr. Blackett.
Mr. C. Fortescue.	

Mr. *William Bokenham*, Mr. *Edward Page*, and Captain *Mark Huish*, examined.

[Adjourned to Monday, 12th June.

Lunæ, 12° *die Junii*, 1854.

MEMBERS PRESENT:

Mr. WILSON PATTEN, in the Chair.

Mr. H. G. Liddell.	Mr. Blackett.
Mr. Wilson.	Mr. Milner.
Mr. E. C. Egerton.	Mr. Philipps.
Mr. James MacGregor.	Mr. Fortescue.
Mr. H. Herbert.	Mr. Horsfall.

Captain *Mark Huish* examined.

[Adjourned to Friday, at Twelve o'clock.

Veneris, 16° *die Junii*, 1854.

MEMBERS PRESENT:

Mr. WILSON PATTEN, in the Chair.

Mr. James MacGregor.	Mr. Horsfall.
Mr. H. G. Liddell.	Mr. Blackett.
Mr. H. Herbert.	Mr. Philipps.
Mr. C. Fortescue.	Mr. Milner.

Mr. *Charles A. Saunders*, Mr. *James Allport*, and Captain *William O'Brien*, examined.

[Adjourned to Monday.

Lunæ, 19° *die Junii*, 1854.

MEMBERS PRESENT:

Mr. WILSON PATTEN, in the Chair.

Mr. H. G. Liddell.	M. C. Fortescue.
Mr. G. A. Hamilton.	Mr. Thompson.
Mr. James MacGregor.	M. Philipps.
Mr. H. Herbert.	Mr. Milner.
Mr. Cowan.	

Mr. *James B. Badham*, Mr. *James Creswell Wall*, Mr. *Frederick George Saunders*, Mr. *Charles Cowan*, a Member of the Committee, Viscount *Bernard*, a Member of the House, Mr. *Henry Arthur Herbert*, a Member of the Committee, and Mr. *John Blackman Owen*, examined.

[Adjourned to Thursday.

Jovis, 22° *die Junii*, 1854.

MEMBERS PRESENT:

Mr. WILSON PATTEN, in the Chair.

Mr. H. G. Liddell.	Mr. E. C. Egerton.
Mr. Fortescue.	Mr. Phillips.
Mr. James MacGregor.	Mr. Blackett.
Mr. Thompson.	Mr. Milner.
M. Horsfall.	

Mr. *Robert Zwilchenbart*, Mr. *Thomas Boothman*, Mr. *Edward Page*, and Mr. *John Ball*, a Member of the House, examined.

[Adjourned to Monday, at Twelve o'clock.

Lunæ, 26° *die Junii*, 1854.

MEMBERS PRESENT:

Mr. WILSON PATTEN, in the Chair.

Mr. H. G. Liddell.	Mr. C. Fortescue.
Mr. G. A. Hamilton.	Mr. E. C. Egerton.
Mr. Blackett.	Mr. Milner.
M. James MacGregor.	

Mr. *Charles Knight*, Mr. *Francis Abbott*, Major *Henry Dowry Harness*, and Major *John Williams*, examined.

[Adjourned to Thursday, at Twelve o'clock.

Jovis, 29° *die Junii*, 1854.

MEMBERS PRESENT:

Mr. WILSON PATTEN, in the Chair.

Mr. Liddell.	Mr. James MacGregor.
Mr. C. Fortescue.	Mr. E. C. Egerton.
Mr. G. A. Hamilton.	Mr. Thompson.
Mr. Wilson.	Mr. Milner.

Mr. *Joshua Fishbourne*, Mr. *Edward Page*, Mr. *Rowland Hill*, and Captain *Mark Huish*, examined.

[Adjourned to Monday, at Twelve o'clock.

Lunæ, 3° *die Julii*, 1854.

MEMBERS PRESENT:

Mr. WILSON PATTEN, in the Chair.

Mr. Wilson.	Mr. E. C. Egerton.
Mr. H. G. Liddell.	Mr. Thompson.
Mr. Milner.	Mr. Horsfall.
Mr. Blackett.	Mr. Fortescue.
Mr. James MacGregor.	

Viscount *Canning* examined, and the Committee deliberated.

[Adjourned to Tuesday fortnight, at Twelve o'clock.

Martis, 18° *die Julii*, 1854.

MEMBERS PRESENT:

Mr. WILSON PATTEN, in the Chair.

Marquis of Chandos.	Mr. G. A. Hamilton.
Mr. H. A. Herbert.	Mr. Blackett.
Mr. James MacGregor.	Mr. Cowan.
Mr. E. C. Egerton.	Mr. Fortescue.
Mr. Wilson.	Mr. Alexander Hastie.
Mr. Philipps.	Mr. Milner.
Mr. Horsfall.	

Draft Report proposed by the Chairman, read 1° as follows:

"With a view to ascertain the extent and nature of irregularities in the conveyance of mails by railway, into which The House has thought proper to direct an inquiry to be made, Your Committee has called for various returns in the nature of time tables of Post-office and other railway trains, and have called before them witnesses from amongst those parties who

within a recent period, either by memorials to the Postmaster-general, or petitions to Parliament, have complained of irregularities in the postal service.

"An examination of the Returns will show that upon nearly all the principal lines of railway, considerable irregularity has prevailed. But Your Committee would call especial attention to Return No. 11, showing in a short form the lateness of the night mails from London, at many of the chief towns and ports of the kingdom during the months of October, November, and December 1853.

"Your Committee make this selection, because the return comprises the mails which they believe carry the greatest proportion of the correspondence of the country, and run over most of the principal lines of railway, and they have chosen the months of October, November, and December, as illustrative of the winter half of the year, in which the greatest amount of irregularity may be supposed to occur.

"The first branch of the inquiry to which the Committee directed their attention was that of the postal service between London and Newcastle-upon-Tyne, from which latter place various memorials and petitions appear to have been presented within the last few years, complaining of the serious inconvenience to which the inhabitants, not only of the town itself, but of a large and important surrounding district, have been put by the almost constant irregularity of the arrival of the London mails.

"As more than ordinary importance appears to have been attached to this case, and as it embraces nearly all the points affecting the subject of inquiry, the Committee think it right to enter upon it in some detail.

"It may be mentioned in passing, that the district comprehended in this case, and which is affected even more seriously than Newcastle itself, comprises the greater part of the county of Northumberland, the populous towns of Sunderland, Gateshead, and North and South Shields.

"The mails from London are conveyed by means of the London and North Western Railway as far as Rugby, by the Midland Railway to Derby, by the North Midland, and York and North Midland Railway to York, and by the York, Newcastle, and Berwick Railway to Newcastle.

"The distance is 306 miles. The time for the arrival of the night London mail, which leaves Euston-square at 9 p.m., is seven o'clock, showing the average speed of 30½ miles per hour.

"The following extract from Return No. 11, shows the number of minutes which the night mails from London were behind time on each day in the months of October, November, and December, on their arrival at Newcastle:—

DATE.	NEWCASTLE. *10 h.**			DATE.	NEWCASTLE. *10 h.**		
1853:	Oct.	Nov.	Dec.	1853:	Oct.	Nov.	Dec.
1 - -	25	20	45	17 - -	58	58	70
2 - -	5	270	80	18 - -	19	57	22
3 - -	30	34	57	19 - -	60	30	95
4 - -	16	47	20	20 - -	22	20	80
5 - -	47	30	42	21 - -	37	89	80
6 - -	55	20	38	22 - -	34	112	85
7 - -	50	40	30	23 - -	18	75	125
8 - -	33	30	25	24 - -	30	54	100
9 - -	22	39	82	25 - -	20	70	20
10 - -	58	40	67	26 - -	46	55	46
11 - -	40	50	38	27 - -	29	17	115
12 - -	63	56	46	28 - -	60	30	95
13 - -	53	23	57	29 - -	30	34	294
14 - -	34	60	60	30 - -	21	50	93
15 - -	36	42	40	31 - -	24	- -	134
16 - -	24	110	102				

* The figures in *Italics* show the Time allowed for performing the Journey from London to each Station.

"It appears that in the month of October there was an average daily lateness of 35 minutes, varying from five minutes to one hour and three minutes, and on 10 of the days, the lateness exceeded three-quarters of an hour.

"In the month of November, the average daily lateness was 53 minutes, varying (exclusive of one extraordinary delay of 4 hours and 30 minutes, which may be attributed to some accident) from 17 minutes to 1 hour and 42 minutes.

"On

"On 7 days in this month the lateness exceeded an hour; on 15 days it exceeded three-quarters of an hour.

"In the month of December the average lateness (exclusive of one day, on which a deep snow caused more than common obstruction) was 69 minutes, varying from 20 minutes to one hour and a half.

"On 17 days the lateness exceeded one hour. On 22 days it exceeded three-quarters of an hour.

"From the evidence of Captain O'Brien it appears that the average daily lateness from June 1853 to March 1854 inclusive was as follows:—

"June	22 min.
July	25 „
August	34 „
September	35 „
October	40 „
November	52 „
December	69 „
January 1854	59 „
February	42 „
March	22 „

"General average of nine months, 40 minutes.

"It is obvious that in a district comprising such extensive manufacturing and commercial interests, so great an amount of lateness and irregularity in the conduct of correspondence must be highly inconvenient and prejudicial, and it may be observed that each witness examined before the Committee has complained more seriously of the great uncertainty of the arrival of the mails, than of their general lateness.

"It is stated by one of the witnesses, that no one knows, to within two hours, at what period he may receive his letters.

"The evidence as to the causes of this irregularity, as well as to the remedy for it, is of a conflicting character. The witnesses from the Post Office attribute it mainly to the defective management of the railway companies.

"Captain O'Brien, who is the general manager of the York, Newcastle, and Berwick Railway Company, thinks that, generally speaking, the fault arises in the Post-office system, especially the 'system of centralisation of letters at Tamworth;' secondly, to the circumstance of the mail trains going by a more circuitous line than is necessary; and thirdly, to the time allowed for the train over the railway with which he is concerned being so short that 'it is physically impossible for the distance to be performed within it.'

"This view of the case is more or less participated in by Mr. Hodgson Hinde, and by Mr. Allhuysen, who represented the Chamber of Commerce of Newcastle, Shields, and Gateshead, and by other witnesses. A portion of the irregularity has been attributed by some of the witnesses to the delay in the delivery of the mails to the London and North Western Railway Company at the Euston Station.

"With a view to a correct apprehension of these several causes, it may be stated, that the term 'system of centralisation at Tamworth,' refers to Tamworth being the point at which all bags arriving from the west of England, Wales, Ireland, and Scotland, for Yorkshire, Newcastle, and the northern and north-eastern districts of England, and it is maintained that the irregularity of the arrival of the mails containing these bags at Tamworth, is a frequent cause of the detention there of the mail proceeding to the north by Newcastle.

"The second objection refers to the fact, that there is by means of the Great Northern Railway, a nearer route by 29 miles, than that by which the mails are now carried between London, York, Newcastle, and all places on the east coast, south of Edinburgh.

"As regards the third objection, it may be stated, that the speed required for the mail trains along the York, Newcastle, and Berwick Railway, is 38⅔ miles per hour.

"Your Committee will take first those causes of irregularity which affect this district alone, reserving for after consideration those generally applying to the postal service throughout the country.

"On a close examination of the circumstances of the suggested detention at Tamworth, it appears from the evidence given by Mr. Hill, the Secretary to the Post Office, and by the Returns for which Your Committee have called, that there has been, though by no means to the extent stated, a delay at Tamworth arising from the causes assigned.

"The objection relative to the length of the present route as compared with that by the Great Northern Railway, involves all the main considerations which affect the general postal arrangements of the kingdom. On the one hand, if the question was alone in what way the district through which the Great Northern Railway passes, between London and Edinburgh, by the eastern line of country, could be best served, there can be no doubt that the advan-

tage which it possesses of being 29 miles shorter, would of itself give it the preference over any other.

"On the other hand, it is contended that in the postal arrangements of the country a reasonable economy, and more especially a combination of services, must have their due weight, and it is maintained that in both these latter respects the present route has the advantage over the Great Northern.

"Your Committee believe that the following is a tolerably correct summary of Mr. Hill's and Mr. Seymour Clarke's views on this point; the one in support of the present route, the other favourable to the route by the Great Northern Railway.

"Mr. Hill maintains that the mere transfer of the Northern night mails from the North Western and Midland routes to the Great Northern route would be productive of inconvenience instead of advantage to the public, because in accelerating the letters from London and a few of the towns on the Great Northern line, the correspondence from the Midland counties, West of England, South Wales, Birmingham, Wolverhampton, Liverpool and Manchester, North Wales, the North-west of England and Ireland, would be left behind, and subjected to a delay varying from 12 to 24 hours.

"In order, therefore, to obtain the advantages derivable from the use of the Great Northern line for the night mail, he maintains that it would be necessary to combine that measure with other very costly arrangements for the purpose of obviating the extensive injury with which the change would otherwise be attended; and this could only be done by placing an additional mail train on the line from Milford to Newcastle and Edinburgh, and by doubling also the branch mails as well as the deliveries at the towns affected.

"Mr. Hill also states, that the benefit to be obtained from these costly arrangements which he estimates would lead to an expenditure of upwards of 30,000 *l.* a year) would be limited to the district on or near the eastern coast, north of Newcastle, and south of Edinburgh, containing no towns of much correspondence; and that the whole advantage to the district in question (for which so large an outlay is to be incurred) would consist in expediting by about an hour the delivery of only a portion of its correspondence from the South.

"For these reasons he maintains that the interests of the public will be most effectually promoted by keeping to the existing lines, and expending a fraction of the estimated increased outlay in accelerating the mail trains on the present routes.

"The principle which the Post Office holds in view in framing the general mail service of the kingdom seems to be to concentrate or mass the correspondence, as far as is practicable, on a few trunk lines or arteries, and to select for the purpose such main lines as can be made the means of affording to the public generally the largest amount of postal convenience; and there are many cases in which the Post Office appears, for these reasons, to have adopted a circuitous route for a portion of the correspondence to some particular district to which a more direct route is open. This apparent anomaly he explains on the principle above stated, and justifies it by a due regard to economy, and even to public convenience.

"Mr. Seymour Clarke contends that the Great Northern line traverses in itself a district of sufficient importance to warrant the expense of a mail train between London and York, leaving King's Cross and arriving at King's Cross at times convenient to the Post Office arrangements in London; further, that the fact of the Great Northern line to York being shorter by 30 miles than the Midland, justifies the expectation that the Postmaster-general should enable the several localities north of York to avail themselves of this decreased distance. He thinks that if the Post Office arrangements cannot bring all the Western letters to York in time for the departure of the train running in connexion with the Great Northern train, they could be forwarded by a succeeding train running on the York and Berwick line.

"He states that the Great Northern Company are prepared to carry the mails between London and York on very reasonable terms; and it may be added in passing, that the terms mentioned to the Committee did not much exceed one-third of the amount now paid for a continuation of the mail service from York to Newcastle.

"He thinks that the intention to accelerate the mails on the west coast route, even if practicable, will not meet the requirements of the Great Northern districts proper, nor the complaints of the public.

"That these districts are served by cross-country mail carts and walking postmen, and that it is beyond all doubt that any speed that can be maintained by the western route can be equalled, if not excelled, by the east coast route.

"The line being less crowded with traffic, and the gradients being more favourable, trains at high speed are more likely to be punctual than on railways differently circumstanced.

"He maintains that this fact is borne out by the time tables of the Great Northern trains, during the periods selected by Mr. Rowland Hill, as handed in by himself.

"The evidence of Mr. Hill and Mr. Seymour Clarke is especially worthy of attention on these points.

"After a close examination of the evidence on both sides, Your Committee see no reason to interfere with the discretion of the Post Office, especially as it appears that measures have

have already been taken for increased acceleration of the mails, whereby some of the inconveniences now complained of will be remedied.

"The districts, however, from which these complaints have originated are of sufficient importance to require not only an earlier delivery, but greater exactitude than has hitherto prevailed, and they venture to suggest that the London night mail ought to be made to arrive at Newcastle with punctuality, by one or other of these routes, not later than six in the morning.

"Such an amount of acceleration would not only remove all just grounds of complaint at Newcastle, but would afford a remedy for some of the inconveniences complained of in the evidence of Sir George Grey as affecting the rural districts of the county of Northumberland.

"Your Committee would next advert to the railway communication between London, Glasgow, and Edinburgh.

"RETURN showing the Number of Minutes the NIGHT MAILS were Late in arriving at *Glasgow* and *Edinburgh* in the Months of October, November, and December.

DATE.	GLASGOW. *14 h. 23 m.**			EDINBURGH. *13 h. 58 m.**		
1853:	October.	November.	December.	October.	November.	December.
1	No record.	42	37	42	37	37
2		58	68	7	47	57
3		17	85	37	27	77
4		47	7	29	40	57
5		37	82	27	37	47
6		4	51	17	12	47
7		67	62	37	32	47
8		29	25	58	22	22
9		12	77	2	4	59
10		12	60	67	22	62
11		77	27	27	67	62
12		28	47	62	37	42
13		7	32	22	12	32
14		No record	37	77	167	37
15		No record	81	12	17	72
16		62	122	2	42	107
17		27	72	17	22	72
18		60	2	62	47	5
19		20	87	22	22	87
20		15	57	32	2	37
21		62	62	32	57	42
22	82	62	37	64	66	31
23	7	21	128	19	17	127
24	14	27	52	7	20	52
25	20	48	47	17	42	42
26	7	40	61	7	47	52
27	7	17	60	2	22	57
28	62	22	42	77	17	42
29	27	12	302	32	-	297
30	2	10	82	2	2	77
31	194	-	80	197	-	77

* The figures in *Italics* show the Time allowed for performing the Journey from London to each Station.

"It will be seen by the above Return that, as regards Edinburgh, the daily average of lateness in the month of October (exclusive of one extraordinary delay of three hours and 17 minutes, which may be attributed to accident) was minutes, varying from two minutes to one hour and 17 minutes. On five days in this month the delay exceeded one hour, and on eight days it exceeded three-quarters of an hour.

"In November, the average was minutes, varying from two minutes to an hour and seven minutes. In this month there were three delays above one hour, and seven delays above three-quarters of an hour.

"In December, the average daily delay was minutes (making the same exceptions as above), varying from five minutes to two hours and seven minutes. On 11 days the delay exceeded one hour; on 20 days it exceeded three-quarters of an hour.

"As regards Glasgow, the Return is only perfect for the month of December, in which, with one exception for accident, there is an average delay of minutes, varying from two minutes to two hours and eight minutes. On 17 days, the delay exceeded one hour; on 22 days, it exceeded three-quarters of an hour.

"The distance between London and Glasgow is miles; the distance from London to Edinburgh is miles. The average speed required for the mail trains is miles per hour:

hour; the same distance is performed by the express trains by the same route in hours or at the rate of per hour.

"As on the line last adverted to, so on the one now under consideration, the irregularity appears to be attributable to various causes.

"Captain Huish, the general manager of the London and North-Western Company, attributes it in some degree to the delay of the arrival of the Post-office bags at Euston-square, and still more to the detention at Crewe, caused by the necessity of distributing the bags amongst three lines, which branch off to Ireland, to Scotland, and to Manchester from that place.

"He states that it sometimes occurs that nine omnibus loads, weighing 11 tons, have to be provided for at the Euston Station in the short time allowed for this purpose, and that in consequence 'the mails frequently do not start from the Euston Station till 10 minutes or a quarter of an hour, and on foreign mail nights not perhaps for half an hour, after their proper time.'

"He gives, as the average daily delay on the part of the Post Office, 10 minutes in November, and 12 minutes in December; but this appears to refer to the time fixed for the arrival of the bags at Euston Station, rather than to the consequent detention of the mail train.

"He thus describes the detention at Crewe: 'By the up night mail, and from the Crewe post-office, there are 76 bags which are sorted, and will load two large platform trucks; these are ready for the down mail. There are 142 bags delivered on the platform from the mail on its arrival, to re-sort and re-load for each division, which with the 76 make 218 bags altogether.'

"These bags have to be checked, ticked, and reloaded into their respective vehicles, and 'if a bag should be missing, or a key lost, the delay becomes excessive, and throws out the train all the way to Aberdeen on the one side and to Dublin on the other.' He makes the following remark, which is generally applicable: 'If mail trains for which specified times are provided are kept over, they become very irregular, they get out of their turn and get mixed in some parts of the large ramified system throughout the kingdom with other trains that ought to have been clear of them, and the confusion very soon becomes worse confounded.' He adds, 'Where we have 705 trains running in a day over the line in all its branches, any irregularity must very seriously inconvenience us.'

"As regards both the day and the night mails upwards, he complains greatly of the extreme irregularity of the reception of the mails from the West Coast and from Ireland, for which the up train from the north has to wait at Crewe; and he recommends the entire separation of the Scotch and Irish mail trains, as the best means of avoiding this delay.

"It is evident, however, that these causes affect an inconsiderablep ortion of the general average of delay and irregularity on the north-western line between London and the north of Scotland.

"Your Committee are of opinion that under different arrangements as to the size and nature of mail trains greater regularity can be maintained; the evidence of Captain Huish, on the subject of a proposal on the part of the Post Office for greater acceleration, leads them to believe that this cannot be effected by trains of such magnitude as those which now convey the mails.

"The following column of the Return before alluded to will show the lateness of the arrival of the night mail train at Holyhead during the months of October, November, and December:—

Date.	Holyhead. *8 h. 48 m.**			Date.	Holyhead. *8 h. 48 m.**		
1853:	Oct.	Nov.	Dec.	1853:	Oct.	Nov.	Dec.
1 - -	36	67	48	17 - -	52	32	77
2 - -	20	56	54	18 - -	12	61	2
3 - -	79	51	No record	19 - -	32	34	56
4 - -	40	54	No record	20 - -	46	12	62
5 - -	35	62	47	21 - -	77	36	42
6 - -	55	16	33	22 - -	45	87	34
7 - -	53	27	31	23 - -	16	33	92
8 - -	32	30	54	24 - -	28	29	57
9 - -	17	36	68	25 - -	12	49	49
10 - -	33	45	52	26 - -	23	32	72
11 - -	39	64	12	27 - -	32	18	72
12 - -	71	22	34	28 - -	57	37	62
13 - -	19	20	28	29 - -	25	17	297
14 - -	No record	152	38	30 - -	24	17	78
15 -	33	31	122	31 - -	187	- -	209
16 - -	27	37	91				

* The figures in *Italics* show the Time allowed for performing the Journey from London to each Station.

"The

"The average daily lateness for the month of October (exclusive of one day of which there is no record, and one for a more than common accident) is minutes, varying from 12 minutes to one hour and 19 minutes.

"On three days the delay exceeded an hour, on 10 days it exceeded three-quarters of an hour.

"In the month of November the average daily delay was minutes, varying from 17 minutes to two hours and 32 minutes. On six days the lateness exceeded one hour. On 11 days it exceeded three-quarters of an hour.

"In December the average daily delay (exclusive of two days of which there is no record, and two delays of upwards of four hours, which may be supposed to be accidental) was minutes, vary from two minutes to two hours and two minutes. On 12 days the delay exceeded an hour. On 20 days it exceeded three quarters of an hour.

"The distance from London to Holyhead is miles. The average speed required for the mail trains is miles per hour. The average speed of express trains from London to Holyhead is miles per hour.

"The same remarks apply to this line as to the one last adverted to.

"RETURN showing the Number of MINUTES which the Night Mails from *London* were behind Time at *Bristol, Exeter*, and *Plymouth*.

DATE.	BRISTOL. *4h. 20m.**			EXETER. *7h. 10m.**			PLYMOUTH. *9h. 30m.**		
1853:	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.
1	5	14	15	30	25	25	22	65	17
2	- -	40	20	10	70	33	5	70	32
3	8	10	35	27	22	47	23	20	40
4	8	2	2	15	70	12	15	60	10
5	6	- -	15	19	10	32	20	5	47
6	9	- -	7	22	12	35	17	5	35
7	38	10	10	55	20	30	48	15	35
8	22	25	36	39	19	74	28	18	70
9	- -	41	18	14	75	40	20	115	38
10	12	20	15	25	40	18	22	35	15
11	3	40	15	15	50	25	10	48	35
12	23	25	10	40	50	23	50	53	20
13	5	7	13	13	30	15	47	32	5
14	35	- -	35	45	15	60	45	13	62
15	22	10	55	25	25	70	17	23	64
16	- -	35	25	7	27	43	- -	60	53
17	25	33	20	49	12	42	39	10	32
18	9	48	20	20	51	10	45	65	5
19	- -	17	17	10	30	35	3	15	40
20	14	- -	40	27	10	60	25	32	55
21	16	34	24	35	55	42	30	60	40
22	18	28	20	50	25	55	45	32	51
23	9	42	74	17	35	119	15	42	155
24	25	17	65	40	26	103	40	28	140
25	5	15	7	40	22	20	55	10	12
26	7	No record	140	7	13	160	70	110	240
27	- -	- -	27	5	10	43	25	5	55
28	10	8	39	35	12	35	30	10	43
29	- -	15	41	2	29	74	5	40	83
30	3	29	23	12	52	295	8	70	360
31	51	- -	60	10	- -	100	65	- -	118

* The figures in *Italics* show the Time allowed for performing their Journey from London to each Station.

"The average daily lateness at Bristol in the month of October is minutes, varying from three minutes to 51 minutes. On only one day in this month was the mail three-quarters of an hour behind its time.

"The average daily lateness for November is minutes, varying from three minutes to 48 minutes. On one day only did the lateness exceed three-quarters of an hour.

"In the month of December the average daily lateness was minutes, varying from two minutes to two hours and 20 minutes. On four days the lateness exceeded an hour, and on five days it exceeded three-quarters of an hour.

"The return for Exeter shows an average daily lateness in October of minutes, varying

varying from two minutes to 50 minutes. In four days it exceeded three-quarters of an hour.

" In November average daily lateness minutes, varying from 10 minutes to an hour and 10 minutes. On three days it exceeded an hour. On eight it exceeded three-quarters of an hour.

" In December average daily lateness minutes, varying (exclusive of one delay of four hours and 55 minutes) from 10 minutes to two hours and 40 minutes. On 10 days it exceeded an hour. On 12 days it exceeded three-quarters of an hour.

" For Plymouth the average daily lateness in October was minutes, varying from five minutes to one hour and 10 minutes. On two days it exceeded an hour. On eight days three-quarters of an hour.

" In November average daily lateness minutes, varying from five minutes to one hour and 55 minutes. On nine days it exceeded an hour. On 11 days it exceeded three-quarters of an hour.

" For December average daily lateness minutes, varying (exclusive of two days for accidents) from five minutes to two hours and 20 minutes. On nine days it exceeded an hour. On 14 days it exceeded three-quarters of an hour.

" Distance to Bristol miles. Average rate of speed miles per hour. The speed of the express trains is 49 to 50 miles per hour.

" Mr. Saunders, the manager of the Great Western Railway Company, attributes the delays on this line to the fogs and slippery state of the rails usually prevalent during the months of October, November, and December, to occasional delay in the delivery of bags at the Paddington station, to occasional want of sufficient accommodation for parcels (an inconvenience, however, which is now cured by the establishment of larger premises), and to the necessity which exists of reforming the mail train, and of counting parcels in and out at the stations.

" Mr. Saunders considers that it is quite impossible to increase the present speed of the railway trains, and assigns the following reasons for the greater punctuality of the express than the mail trains:

" ' It is because our express train is diminished in weight; it is because it is diminished in the work it has to do, and in the stoppages in the different stations that we are able to carry it on with greater punctuality than we do the mails.' And he adds, that the express train usually averages six carriages in number and about 60 tons in weight; whereas the average of the mail trains is 11 carriages and 110 tons in weight.

" The average daily lateness of the mails at Exeter in October was minutes, varying from two to 55 minutes; on three days it exceeded three-quarters of an hour.

" In November the average daily lateness was minutes, varying from 10 minutes to one hour and 10 minutes; on three days it exceeded an hour; on eight days it exceeded three-quarters of an hour.

" In December the average daily lateness was minutes, varying (with one exception from accident) from 12 minutes to two hours; on nine days it exceeded an hour; on 12 days it exceeded three-quarters of an hour.

" The distance is 76 miles, the average speed 26 miles, the running speed 35 miles an hour. The carriages, including horse-boxes, carriage trucks, and every other vehicle, average about eight in number; the weight of the bags is supposed to be about one ton fifteen hundred-weight.

" Mr. Badham and Mr. Wall, who appeared before the Committee, the one as general superintendent and secretary to the company, the other as manager of the goods traffic, assign the following as the chief causes of irregularity:—Firstly, the shortness of the time allowed; secondly, the frequent slippery state of the rails at the time of year named in the Return; thirdly, the shortness of time allowed at Bristol for the change and re-arrangement of the carriages. They state that this work, which they are required to do in 10 minutes, cannot be properly performed under 20, and the average has been hitherto 22 minutes.

" They attribute the great difference between the running and the average speed to their being six stoppages in the course of 76 miles.

" It appears to Your Committee that the delay at Bristol may be materially diminished by mutual arrangements between the Western and Exeter and the Great Western Companies, similar to those which enable the same Post-office carriage to run throughout along various lines forming the route from London to Aberdeen.

" The columns headed Manchester, Liverpool, Norwich, Brighton, &c. show a greater or less degree of irregularity which it is desirable to correct.

" Your Committee investigated several of these cases; but they believe that the above selection

selection affords grounds for forming a correct judgment of the general circumstances in which delays and irregularities in the conveyance of mails by railways have originated. After a careful examination of these circumstances, they have come to the conclusion that, under the present system, there is no reasonable expectation that in the winter months of the year the same irregularity may not again occur, and that no permanent remedy can be applied except by an alteration of the law under which the Post-office service is now conducted.

"It is generally asserted to that, both on the part of the Post-office and on that of railway companies, great improvement has taken place since the three months which Your Committee have selected as the foundation of their Report; and it is the opinion of some of the witnesses that the rates of speed now fixed, and, in some instances, a still further acceleration, can be maintained, provided the present exertions by both parties be continued; but the correspondence between the railway companies and the Post-office of itself establishes the fact, that no such increased acceleration can be effected without the risk of increased irregularity.

"Mr. Saunders's evidence is conclusive on this point as regards the Great Western Railway. It is impossible to expect the same speed or the same regularity with a train of 110 tons, conveying passengers and parcels and stopping at more numerous stations, as with a train of 60 tons not subject to the same disadvantages. Captain Huish also, in speaking of the proposal of the Post-office for further acceleration, to which the company were anxious to accede, owns that, in order to keep the prescribed time, it would have been necessary to reduce the number of carriages attached to the mail train. The Post-office has, however, no power at present to regulate the number of passenger carriages, or the weight of the trains.

"It appears from the evidence, and is assented to by the officers of the Post-office, that there has been manifested by railway companies great readiness to meet and fairly to carry out any suggestions made to them by the Post Office for facilitating and expediting the public service; and Your Committee would regret that it should be understood from the measures which they suggest, that they take a different view of their liberal conduct.

"It is, however, necessary to meet the following cases, which are altogether exceptional. The right of the Post Office to send a guard in charge of bags as a second-class passenger, with the power of delivering and receiving bags at the stations, has been disputed. Instances have also occurred in which a request that bags may be delivered as parcels to Post Office servants at stations, has been denied, and the right of the Post Office to erect machinery for the reception and delivery of bags, whereby much time is saved, has also been disputed.

"Your Committee recommend that the Act 10 & 11 Vict. should be amended. That a power should be given to the Postmaster-general, if he should think it necessary for the public service, to call for express trains, exclusively devoted to the Post-office service, and to regulate the number of carriages attached to mail trains.

"That he should be authorised to call for such a rate of speed as he may deem desirable, subject however to its being certified by the Railway Department of the Board of Trade to be consistent with safety.

"That railway guards travelling by trains should be empowered to deliver and receive bags at the various stations.

"That railway companies should be directed to deliver Post-office bags sent as parcels to the Post-office servants at their stations.

"That power should be given to the Post Office to erect machinery for delivering and receiving bags whenever he may think it necessary for the public service.

"The House has directed inquiry to be made into the best mode of remunerating railway companies for the services which they perform.

"Compensation is now awarded under the 10 & 11 Vict. c. 85, and the amount is determined by arbitrators appointed by the Post Office and the railway company, and an umpire selected by the latter, previous to entering upon their duties.

"Objections have been offered to this part of the system on the grounds, first, of the delay which sometimes occurs in making the awards, and, secondly, of the fluctuating decisions of umpires.

"Instances were adduced to Your Committee of awards not being completed within several years of the time at which the arbitrators were appointed, owing to the non-agreement of the arbitrators in the choice of an umpire.

"The debt from the Post Office to the railway companies remained in the meantime unpaid, and in one instance the sum of 28,000 *l.*, and in another of 140,000 *l.* was due when the decision of the umpire was at last obtained.

"The fluctuating nature of the awards has been attributed in great measure to the circumstance of the umpires being frequently chosen from amongst parties unaccustomed to decisions of the kind; and instances were adduced before Your Committee in which the

amount of compensation varied to a far greater extens than appeared to be justified by any difference in the services required.

" Lord Canning says, ' It is difficult to argue against the justice of the system of arbitration; but in practice it certainly, in my opinion, has tended to a great uncertainty in the amounts which the Post Office have to pay for the services performed. I attribute it to the fact, that umpires selected by the arbitrators are very frequently parties who with the fullest intention to decide impartially and justly, do not bring to their decision a sufficient amount of knowledge and experience of the matters on which they are consulted.'

" One of the results of this uncertainty appears to be a hesitation on the part of the Post Office in affording greater accommodation to the public in those cases where the amount of postal revenue is so moderate as not to justify the risk of any great increase of expenditure.

" Your Committee find great difficulty in effectually meeting these objections.

" The best remedy would be the appointment of some permanent umpire of knowledge and experience in railway matters, to whom all arbitrators should be bound to have recourse when they cannot agree as to the amount of compensation.

" Several witnesses have, however, expressed their belief that the difficulty of appointing a permanent umpire who should possess the entire confidence of both parties would be insuperable. If this should be the case, the present system in this respect might at least be so far altered that a power should be given to one of the judges to appoint an umpire whenever the arbitrators cannot agree within a limited time.

" The real difficulty, however, consists in there being no well-defined principle to guide the decisions of the arbitrators; and it is believed that, up to the present time, there has been no instance of agreement between the arbitrators of the Post Office and railway companies as to the principle on which compensation should be awarded.

" The subject of compensation may be thus divided: first, the cost of engine power; secondly, the provision of Post Office accommodation in the railway carriage; thirdly, the amount of toll; fourthly, the interference with the traffic of the railway company.

" The cost of engine power, and the amount of interest or capital expended on the locomotion department are easily obtained from the books of the company. The charge for providing carriages is also easily ascertained, and there is no great difficulty in fixing the price to be paid by the Post Office for any amount of service when the mails are carried by one of the ordinary passenger trains.

" The great difference of opinion appears to have arisen on the question of tolls and compensation for interference.

" In former times carriages conveying Her Majesty's mails were exempted from the payment of tolls imposed upon the public for the repayment of capital expended by private individuals in the improvement and repair of public roads, and the Committee on Railways which sat in 1838 appears, from their 6th Resolution, to have been guided by this precedent.

" They recommend ' that power should be given to the Post Office to run their own engines on any railway with a train containing a limited number of passengers and weight of luggage, if they shall so think fit, without payment of tolls; subject, however, to a payment to be fixed by arbitration, if necessary, for any services or accommodation which may be required of the company by the Post Office.'

" This view of the case was, at least, founded on former practice; but a new branch of postal service was subsequently sanctioned by Act of Parliament, which placed railway companies in a somewhat different relation to the Post Office.

" Power has been given to the public to send books and parcels through the Post Office, inflicting, as the railway companies maintain, a serious injury upon them by the competition established with them as common carriers, and they have claimed therefore the payment of tolls for Post Office service.

" Your Committee has instituted an inquiry into this part of the subject, in order to ascertain how far this alteration of the law has interfered with the parcel traffic, which under other circumstances might be reasonably supposed to pass through the hands of the railway companies.

" It has been impossible to make any exact calculation, but they would refer to the evidence of Mr. Rowland Hill as affording the best test.

" The number of parcels which left the General Post Office in one day by the night mail was 6,342. Mr. Hill gives one-fourth of that amount for the morning mail outwards, the same for the night mail inwards, and one-tenth for the day-mail inwards, making a total of upwards of 10,000; and seeing that about one-half of the letters of the kingdom pass through the London Post Office, he would apply the same rate to parcels, and double the above number as the probable amount of parcels in the kingdom; thus making it about 20,000.

" The

"The 6,342 parcels were thus classed:

"'Bearing a penny stamp, there were 1,039; these consisted principally of pill-boxes; bearing two stamps, there were 1,974; four stamps, 1,629; six stamps, 866; eight stamps, 302; ten, 166; twelve, 128; fourteen, 68; sixteen, 42; eighteen, 27; above eighteen, 101.'

"The weight of the book parcels, at 6 *d.* per pound, was six cwt. and two lbs.

"From a personal inspection of the Post Office on the day alluded to by Mr. Hill, Your Committee have reason to believe that a large proportion of these parcels would not be sent but for the facilities afforded by the Post Office in their distribution.

"It is, however, undoubtedly the case, that a considerable amount of parcels is thus abstracted from the usual means of conveyance, and the Post Office is become, to that extent, a competitor with public carriers.

"Your Committee by no means recommend that the present practice should be abandoned; on the contrary, they believe that incalculable advantages are derived from it by the public, not only as regards convenience in the transmission of common parcels, but more particularly in the diffusion of literature and knowledge in country districts, which could not be approached with equal facility by other means.

"The evidence of Mr. Knight, the eminent publisher, as to book parcels, is worthy of especial attention.

"They advert to the subject, however, in order to show a cause for, and to justify, the departure which has taken place from the former practice, in charging Her Majesty's mails with tolls.

"The question still remains, on what principle these tolls are to be calculated.

"Major Harness and Major Williams, who for many years have acted as arbitrators on the part of the Post Office, have stated their views in answer to questions 3906 to 3916, and 3975 to 3977, to which Your Committee would call special attention. They find difficulty, however, in applying these principles strictly to all cases, and on the whole, are disposed to recommend that a Commission of two or more experienced engineers should be appointed expressly to consider whether a tonnage toll could not be fixed for Post-office service, which, though not exactly suited to each particular case, might be generally fair to all parties.

"The circumstances of each case of interference with the railway traffic of companies vary so extremely, that it is impossible to lay down any rule which would not be subject to almost numberless exceptions. The alteration in the time of a train, an hour of starting not suitable to the travelling public, the necessity of an increased number of servants, and various other circumstances which affect the interests of a company, have to be considered, the probable results of which can often be only guessed at, even by a person of the greatest experience in such matters, and are quite beyond the judgment of any one looking into the matter for the first time.

"Your Committee believe that the best mode of dealing with this part of the subject, would be to appoint permanent umpires, who, by the experience derived in the performance of their duty, might form a tolerably correct judgment of the effects likely to be produced by those services required by the Post Office, which interfere with the operations of railway companies.

"Evidence has been received before Your Committee on the weight of the mails, and of the relative proportions borne by letters, parcels, and newspapers, of the aggregate bulk which passes through the Post Office.

"Estimated Average Number of Letters, Book Packets, Newspapers, and Bags now forwarded by the Night Mails from the Inland Office, *London*, and the Estimated Weight of the same.

		Per Cent. of the whole Weight.
	Tons. Cwts. Qrs. Lbs.	
217,500 Letters (estimated weight) - - -	1 16 0 1	13
865 Book Packets (estimated weight) - -	0 6 0 2	2
124,333 Newspapers (estimated weight) - -	10 19 1 0	76
1,085 Bags (estimated weight) - - -	1 6 2 16	9
Total - - -	14 7 3 19	100

The above number of letters includes 11,943 official letters, weighing 10 cwt. 1 qr. 21 lbs.
The average weight of an official letter therefore is 1·566 oz., or rather more than 1 ½ oz.
The average weight of a letter from the public is ·223 oz., or less than ¼ oz.
The average weight of a letter passing through the office (public as well as official), is ·296 oz., or less than $\frac{3}{10}$ oz.
The average weight of a letter (including public and official correspondence and book packets), is ·345 oz., or more than ⅓ oz.
The average weight of a book packet is ·78 lbs. = 12·48 oz.
The average weight of a newspaper is 3·16 oz.

"It is thus shown that letters form only 13 per cent.; bags, nine per cent.; and parcels, two per cent.; and that newspapers represent 76 per cent. of the whole weight conveyed. The whole of these newspapers are conveyed free of all postage charge to the public.

"Your Committee has taken some evidence with regard to Irish mails conveyed by railway.

"It would materially facilitate the despatch of mails to the interior of Ireland if a sorting office were established either in the railway mail to Holyhead, or in the packet from Holyhead to Dublin. Great complaint is made of the detention of the country letters in Dublin.

"The purport of the evidence has been, that much greater speed than the present might be obtained. It appears that in many respects the railways are managed as well, and in some instances better, than English lines, and the irregularity is not great; but the average rate of speed is less, while the amount of remuneration is far greater than that generally given to the latter.

"Your Committee would refer to the evidence of Mr. Herbert, a Member of the Committee, of Lord Bernard, and Mr. Fishbourne, touching upon the Irish postal service generally.

"Several representations have been made to Your Committee connected with postal service, upon which, as they are not immediately within the reference, they make only a passing record.

"They believe that considerable acceleration of the colonial and foreign mails might be effected by the establishment of sorting offices on board some of the principal mail-packets, so as to ensure the bags being despatched to their respective destinations by the first railway trains which start after their arrival in port. This would be an especial benefit to Liverpool, Manchester, and Bristol, from whence complaints have been made of the advantage possessed by London merchants over them in this respect. The evidence of Mr. Boothman, the Secretary to the Manchester Chamber of Commerce, and of Mr. Bouch, and Mr. Zwilchenbart, from Liverpool, and of Mr. Jack, and Mr. Somerton, from Bristol, are worthy of attention, not only upon this point, but upon other Post-office arrangements desirable for those towns.

"The following is a reference to evidence given respecting particular districts:

Sir George Grey, M. P., for Northumberland.

Mr. Hollings -
Mr. Ricardo, M. P. - } As to postal arrangements in the Potteries and the North Staffordshere Railway.
Mr. Stephenson -

Mr. Egerton, M. P. -
Mr. Brocklehurst, M. P. - } Macclesfield and the North Staffordshire Railway.

Mr. Veasey - - - Huntingdon and the Great Northern.

Mr. Bouch - - -
Mr. M'Fie - - -
Mr. Banning, and - -
Mr. Zwilchenbart - - } Liverpool.

Mr. Jack - - -
Mr. Somerton - - } Bristol.

Mr. Boothman - - Manchester.

Mr. Pellat, M. P. - - Staines district.

Mr. Cowan, M. P. - - Penicuick and Edinburgh.

Mr. Mackie, M. P. - - Kircudbright.

Mr. Milner, M. P. - - Tadcaster, Boston, Thorpe, and Weatherby.

"The replies to them on the part of the Post Office will be found in the evidence of—

Mr. Rowland Hill.
Mr. Bokenham.
Mr. Page, and
Mr. Tilley."

Resolutions to be proposed by Mr. James MacGregor, read 1° as follows:

"1. That in conducting the Postal Service of the country on Railways, greater regularity, speed, and punctuality might be attained if the question of revenue were not held to be a primary one, for the guidance of the Postmaster-general.

"2. That the causes of irregularity in the service may be traced in some instances to a want of perfect accord between the Postmaster-general and the Railway Companies as to the rate of speed and subsidiary arrangements proper to be adopted on certain parts of the lines of railway throughout the kingdom; in part to the physical difficulties incident to the regular performance of services dependant on mechanical power liable to be materially affected by weather, and in part to a certain degree of laxity which had obtained in the details of the management on either side.

"3. That

"3. That the attainment of speed and punctuality hereafter will be best secured by full communication between the officers of the Post-office and of the Railway Companies as to the requirements of the Postmaster-general and the power of the Railway Companies to meet such requirements.

"4. That on the adoption of a Time Table for Post-office service by a Railway Company, its non-fulfilment should be matter of reference to arbitration, and in so far as it shall be occasioned by other than unavoidable circumstances, liable to a penalty to be assessed as damages, and deducted from the amount payable by the Post-office as remuneration for the services of the Company; and that in like manner the irregularities of the Post-office to the detriment of the service of the Railway Company, if such occur, should be also made matter of reference to arbitration, and be liable to be assessed for a sum to be added to the payment to be made by the Post-office to the Company.

"5. That no suitable means have been suggested to this Committee, nor can they suggest any, for improving the present equitable system of ascertaining the amount of compensation to be paid to Railway Companies for performing Post-office services other than those for which payment is already fixed by law. Under that system it is open to the parties named as arbitrators for the Post-office and for the Companies respectively, to agree upon any person as umpire whom they deem competent and impartial; and, in point of fact, several Members of the present Government, and several other leading Members of both Houses of Parliament, have acted as umpires gratuitously, and with no greater difference of results in the several cases than might be reasonably expected from the probable difference of the circumstances.

"6. That no standing umpires could probably be found who would be willing to act gratuitously in all cases and at all times. If an umpire must be a man practically acquainted with the working of railways, he must be in some way connected with railways, and then such a person would be perhaps open to the suspicion of unjust bias in favour of the Railway Companies; whilst, on the other hand, if the umpire were connected with the public service, he might not have railway experience, and might be suspected of unjust bias against the Railway Companies.

"7. That an umpire named by one of the Judges (as has been suggested) would probably be a gentleman of the legal profession, not connected either with the Post-office or the Railways, and (if willing to give his services gratuitously) would probably not be found, practically, a more competent umpire than those who have been, and may be, chosen as such under the existing system.

"8. That there does not appear to the Committee to be any necessity, so far as the public are concerned, to provide against delay in the nomination of an umpire, or in the making of his award; since, under the existing law, the Companies are required to go on performing the Post-office services required of them by the warrant of the Postmaster-general in the absence of an award; in the completion of which, therefore, they have a direct pecuniary interest."

Motion made and question proposed, "That the Draft Report proposed by the Chairman be now read 2°, paragraph by paragraph." Amendment proposed to leave out the words, "Draft Report proposed by the Chairman," in order to insert the words, "Resolutions proposed by Mr. MacGregor," instead thereof. Question, "That the words 'Draft Report proposed by the Chairman' stand part of the question," put and agreed to. Main question put and agreed to.

Draft Report proposed by the Chairman read 2°, paragraph by paragraph.

Several amendments made.

Paragraph, "After a close examination of the evidence on both sides, &c." read.—Amendments made.—Amendment proposed to leave out from the word "evidence" to the end of the paragraph, in order to add the words, "After a close examination of the evidence on this point, Your Committee doubt whether an adherence to the Midland postal route is compatible with the early and punctual delivery of letters in Newcastle and the adjoining district. It is true that it appears that measures have already been taken for an acceleration of these mails; but it also appears that a former acceleration similarly attempted has not hitherto been attended with a corresponding increase of punctuality in arrival; and thus Your Committee see no ground for supposing that an attempt at further acceleration is likely to produce a more favourable result," (Mr. *Blackett*) instead thereof. Question put, "That the words proposed to be left out stand part of the paragraph." The Committee divided:

Ayes, 7.	Noes, 4.
Mr. Wilson.	Mr. H. Herbert.
Mr. James MacGregor.	Mr. E. C. Egerton.
Mr. Alexander Hastie.	Mr. Blackett.
Mr. Philipps.	Mr. Milner.
Mr. Horsfall.	
Mr. Cowan.	
Mr. Fortescue.	

Paragraph, as amended, agreed to.

Several other paragraphs read, amended, and agreed to.

Motion made and question proposed, at the end of page 7 to insert the following paragraph: "Another branch of inquiry to which Your Committee directed their attention was the postal service of the district comprising the Potteries, and the towns of Macclesfield, Leek, and Congleton. The grounds of complaint in this case, which were proved to have existed since 1850, and which had been frequently brought under the notice of successive Postmasters-general, were, that the lerters of this important manufacturing district were sent by the long circuitous route of the North Western Railway, thereby rendering necessary the use of mail-carts, notwithstanding the North Staffordshire Railway afforded a direct communication, and that this mode of conveyance exposed their correspondence (which frequently comprised valuable remittances) to great insecurity, as well as unnecessary delay; the objection that has been always made on the part of ths Post Office to the use of the North Staffordshire Railway is the additional expense which would be thereby incurred, which, in their opinion, does not appear to be commensurate with the advantages to be obtained. How far the question of expense, after the sanction given to the establishment of the penny postage, ought to be allowed to prevail as an objection to the use of a new railway, which is admitted to afford greater accommodation to the postal requirements of an important and populous district than the existing mode of conveyance, is a matter which appears to Your Committee to be well worthy the consideration of Parliament."—(Mr. *E. C. Egerton.*)—Paragraph brought up and read 1°; read 2° and amended by inserting the words "as they alleged," after the words "mode of conveyance," by leaving out the words "as well as unnecessary delay," and by leaving out from the word "obtained" to the end of the paragraph. Question, "That this paragraph, as amended, be added to the proposed Report," put, and agreed to.

Several other paragraphs read, amended, and agreed to.

[Adjourned to To-morrow, at Twelve o'clock.

Mercurii, 19° *die Julii*, 1854.

MEMBERS PRESENT:

Mr. WILSON PATTEN, in the CHAIR.

Mr. H. A. Herbert.	Mr. Wilson.
Mr. Horsfall.	Marquis of Chandos.
Mr. E. C. Egerton.	Mr. James MacGregor.
Mr. G. A. Hamilton.	Mr. Alexander Hastie.
Mr. Milner.	Mr. Philipps.
Mr. Blackett.	Mr. Cowan.
Mr. H. Liddell.	

The Committee proceeded with the Draft Report.

Motion made and question proposed after paragraph 5, page 10, to add the following paragraph: "The Committee feel it to be their duty to call the attention of The House to the proofs which the evidence presents of the constantly increasing demand of the country for postal facilities and accommodation, and to the annual increase in the number of letters and newspapers conveyed. It appears to the Committee, that so long as considerations of revenue and profit enter materially into the motives by which the decisions of the Postmaster-general are actuated, in providing for the Railway Postal Service of the country, it is impossible that the regularity, speed and punctuality required by the public can be attained. The Committee recommend, that hereafter the accommodation of the public as regards regularity, speed, and punctuality in the conveyance of correspondence, shall be recognised as the primary object of the Post-office, and that the question of revenue shall be subordinate to the extension of cheap and frequent postal communication, from which so many substantial benefits have resulted to all classes of the community."—(Mr. *MacGregor.*)—Paragraph brought up and read 1°; read 2°. Amendment proposed, to leave out from the words "Newspapers conveyed," to the end of the paragraph, in order to add the following words: "According to the evidence taken by this Committee, it has been stated that the chief consideration which actuates the Post-office authorities, in determining an extension of postal convenience, is whether such convenience is commensurate with the expense to be incurred. Your Committee are of opinion, that this principle should be acted upon in the most liberal spirit, and that the cost of such additional accommodation, either in speed or extension, should alone enter into consideration, regardless of any profit or net revenue to be derived therefrom,"—(Mr. *Wilson*)—instead thereof,—Question "That the words proposed to be left out stand part of the proposed paragraph," put and negatived.—Words added;—Question, "That the paragraph as amended be added to the proposed Report," put and agreed to.

Motion made and question proposed after the last amendment to add the following paragraph: "The Comimttee are of opinion that much of the dissatisfaction expressed by the public

public with reference to the service of the Post-office, may be traced to the uncertainty that prevails as to the degree in which the Post-office is a source of net revenue, and they recommend that the actual expenses and receipts of the Post-office, including those of the Colonial and Foreign Postal Service, should be stated in an annual account to be submitted to Parliament."—(Mr. *Philipps*.) Paragraph brought up and read, 1°, 2°, and added to the proposed Report.

Paragraph, page 10, "Your Committee recommend that the Act 10 & 11 Vict., &c." read. Amendment proposed, to leave out the words "to call for express trains exclusively devoted to the Post-office service." Question put, "That those words stand part of the paragraph." Committee divided.

The Marquis of *Chandos*, Mr. *G. A. Hamilton*, and Mr. *Alexander Hastie* objected to vote on the ground that they were personally interested in the question; whereupon the Chairman informed the Honourable Members that the question having been put, and the voices taken, it was not competent for them to refuse to vote:

Ayes, 5.	Noes, 7.
Mr. H. Liddell.	Mr. James MacGregor.
Mr. Wilson.	Mr. G. A. Hamilton.
Marquis of Chandos.	Mr. Alexander Hastie.
Mr. E. C. Egerton.	Mr. H. A. Herbert.
Mr. Blackett.	Mr. Philipps.
	Mr. Horsfall.
	Mr. Milner.

Another amendment proposed to leave out the words, "That a power should be given to the Postmaster General if he should think it necessary for the public service," and the words, "And to regulate the number of carriages attached to mail trains."—(Mr. *James MacGregor*). Question put, "That those words stand part of the paragraph." The Committee divided:

Ayes, 5.	Noes, 7.
Mr. H. Liddell.	Marquis of Chandos.
Mr. Wilson.	Mr. James MacGregor.
Mr. E. C. Egerton.	Mr. Hamilton.
Mr. Philipps.	Mr. Alexander Hastie.
Mr. Blackett.	Mr. H. A. Herbert.
	Mr. Horsfall.
	Mr. Milner.

Further consideration of the paragraph postponed.

Next paragraph, "That he should be authorised, &c," read.—Amendment made.—Question put, "That this paragraph stand part of proposed Report." The Committee divided:

Ayes, 8.	Noes, 3.
Mr. H. Liddell.	Mr. Jas. MacGregor.
Mr. Wilson.	Mr. Philipps.
Marquis of Chandos.	Mr. Milner.
Mr. Hamilton.	
Mr. H. Herbert.	
Mr. E. C. Egerton.	
Mr. Horsfall.	
Mr. Blackett.	

Next paragraph, "That railway guards, &c.," read.—Amendments made.—Amendment proposed at the end of the paragraph, to add the words "That the amount of compensation, if any, due for the above services, shall be decided by the arbitrators in each case." (Marquis of *Chandos*).—Question put, "That those words be there added." The Committee divided:

Ayes, 4.	Noes, 7.
Mr. Jas. MacGregor.	Mr. H. Liddell.
Marquis of Chandos.	Mr. Wilson.
Mr. G. Hamilton.	Mr. Henry Herbert.
Mr. Blackett.	M. E. C. Egerton.
	M. Philipps.
	Mr. Horsfall.
	Mr. Milner.

Paragraph, as amended, agreed to.

[Adjourned to To-morrow, at Twelve o'clock.

Jovis, 20° die Julii, 1854.

MEMBERS PRESENT:

Mr. WILSON PATTEN in the Chair.

Marquis of Chandos.	Mr. James MacGregor.
Mr. Philipps.	Mr. Alexander Hastie.
Mr. E. C. Egerton.	Mr. G. A. Hamilton.
Mr. Wilson.	Mr. Milner.
Mr. H. G. Liddell.	Mr. Horsfall.
Mr. Blackett.	

Paragraph, page 10, "Your Committee recommend that the Act 10 & 11 Vict., &c." further considered.—Amendment proposed, after the word "amended," to add the words: "And are of opinion that, with the view of securing a strict observance of the arrangements between the Post Office and the railway companies, it is desirable that a system of deduction of payment for irregularity in performance of the services by the railway companies should be made matter of contract, and that the exact conditions and circumstances under which such deduction shall be made, shall be determined by mutual agreement, or by arbitration."—(*Mr. Wilson.*)—Amendment proposed to the proposed amendment, to leave out from the first word, "that" to the end, in order to add the words: "It is impossible to over-estimate the importance of punctuality in mail service, affecting as it does ramified combinations of mails timed to arrive at junction stations to admit of the transmission of the mails from such centres in different directions, by the different trains meeting there, and at which junctions the irregularity of a single train affects the further punctuality of all the other trains. The time-bill fixed upon for railway mail service is the basis of the contract between the Post Office and the railway companies, and it appears desirable that a mode of enforcing punctuality, both on the part of the Post Office and on the part of the railway companies, should be established, whereby compensation may be made by one party to the other for irregularities of service. It is obvious, from the evidence which has been laid before the Committee, that the attainment of speed and punctuality cannot be relied upon without the harmonious working of the officers of the department of the Post Office and of the railway companies, and the Committee therefore recommend the maintenance of the fullest communication between these officers, before time-tables are finally decided upon, or combinations of service adopted. The Committee therefore suggest that any difference between the officers of the Post Office and the railway companies should be matter for arbitration, and in so far as the non-fulfilment of a time-table on either side shall arise from other than unavoidable circumstances, such irregularities shall be liable to a penalty, to be deducted from or added to the payment to be made by the Post Office, as the case may be" (Mr. *MacGregor*), instead thereof.—Question, "That the words proposed to be left out stand part of the proposed amendment," put, and agreed to.

Question, "That the words, 'and are of opinion that, with a view of securing a strict observance of the arrangements between the Post Office and the railway companies, it is desirable that a system of deduction of payment for irregularity in performance of the services by the railway companies should be made matter of contract, and that the exact conditions and circumstances under which such deduction shall be made, shall be determined by mutual agreement, or by arbitration,' be added to the paragraph," put, and agreed to.

Paragraph, as amended, agreed to.

Motion made, and question proposed, after the last paragraph, to insert the following paragraph:—"But however much such a provision may tend to promote a more exact performance of agreement, Your Committee are of opinion that any attempt to secure speed and punctuality may fail, unless the Post Office has some power to regulate the class of traffic of the trains employed to carry the mails as a stipulation in the original agreement, and with regard to which the remuneration of the railway companies should be determined" (Mr. *Wilson*).

Paragraph brought up, and read 1°.

Question put, "That this paragraph be now read a second time." The Committee divided:

Ayes, 5.	Noes, 6.
Mr. H. Liddell.	Marquis of Chandos.
Mr. Wilson.	Mr. MacGregor.
Mr. Hamilton.	Mr. Alexander Hastie.
Mr. Horsfall.	Mr. Egerton.
Mr. Blackett.	Mr. Philipps.
	Mr. Milner.

Several other paragraphs read, amended, and agreed to.

Paragraph, page 11, "Your Committee find great difficulty in effectually meeting these objections," read.—Amendment proposed, to leave out from the word "Committee," to the end

end of the paragraph, in order to add the words:—" Are of opinion that no suitable means have been suggested, nor can they suggest any, for improving the present equitable system of ascertaining the amount of compensation to be paid to railway companies for performing Post-office services other than those for which payment is already fixed by law. Under that system it is open to the parties named as arbitrators for the Post-office, and for the companies respectively, to agree upon any person as umpire whom they deem competent and impartial; and, in point of fact, several Members of the present Government, and several other leading Members of both Houses of Parliament, have acted as umpires gratuitously, and with no greater difference of results in the several cases than might be reasonably expected from the probable difference of the circumstances" (Mr. *MacGregor*), instead thereof.—Question, " That the words proposed to be left out stand part of the paragraph," put, and negatived.

Question proposed, That the words "are of opinion that no suitable means have been suggested, nor can they suggest any, for improving the present equitable system of ascertaining the amount of compensation to be paid to railway companies for performing Post-office services other than those for which payment is already fixed by law. Under that system it is open to the parties named as arbitrators for the Post-office and for the companies respectively, to agree upon any person as umpire whom they deem competent and impartial; and, in point of fact, several Members of the present Government, and several other leading Members of both Houses of Parliament, have acted as umpires gratuitously, and with no greater difference of results in the several cases than might be reasonably expected from the probable difference of the circumstances," be added, instead thereof.

Amendment proposed to the said proposed amendment, to leave from the first word "that," to the end of the proposed amendment, in order to add the words "the mode of obtaining awards in cases of dispute between the Post-office and the Railway Companies has not been attended in all cases with satisfactory results. And your Committee think, therefore, that the public service requires that umpires should in all cases be appointed whose general knowledge and experience may fully qualify them to decide the cases submitted to their judgment. Great inconvenience appears to have arisen in some instances from the difficulty and the delay which has occurred in the choice of an umpire; and, after mature consideration of this embarrassing question, Your Committee are disposed to agree with the opinion of Major Williams, as given in his evidence, namely, that if after a certain number of days the arbitrators are unable to agree in the choice of the umpire, that the nomination should then be left to one of the judges" (Mr. *H. Liddell*), instead thereof.

Question put, "That the words proposed to be left out stand part of the said proposed amendment."—The Committee divided:

Ayes, 4.	Noes, 7.
Marquis of Chandos.	Mr. H. Liddell.
Mr. James MacGregor.	Mr. Wilson.
Mr. G. A. Hamilton.	Mr. E. C. Egerton.
Mr. Alexander Hastie.	Mr. Philipps.
	Mr. Horsfall.
	Mr. Blackett.
	Mr. Milner.

Words added to the said proposed amendment. Main question, as amended, put, and agreed to.

Paragraph, as amended, read and agreed to as follows: " Your Committee are of opinion that the mode of obtaining awards in cases of dispute between the Post Office and the railway companies has not been attended in all cases with satisfactory results. And Your Committee think, therefore, that the public service requires that umpires should in all cases be appointed whose general knowledge and experience may fully qualify them to decide the cases submitted to their judgment." "Great inconvenience appears to have arisen in some instances from the difficulty and the delay which has occurred in the choice of an umpire; and, after mature consideration of this embarrassing question, Your Committee are disposed to agree with the opinion of Major Williams, as given in his evidence, namely, that if after a certain number of days the arbitrators are unable to agree in the choice of the umpire, that the nomination should then be left to one of the judges."

Two next paragraphs read, and negatived.

Several other paragraphs read, and agreed to.

Paragraph, page 13, " It is thus shown, &c." read.—Amendment proposed, at the end of the paragraph, to add the words, "And looking to the great increase of weight so conveyed, and the immense amount of labour thrown nightly upon the Post Office in the despatch of this mass of dead weight, it is the opinion of Your Committee that the attention of the Legislature ought to be directed before long to this subject, with a view to lightening the labours of the Post Office without diminishing the public facilities in respect to the transmission of newspapers" (Mr. *H. Liddell*). Question, "That those words be there added," put, and negatived.

Paragraph agreed to.

Paragraph, page 13: "It would materially, &c.", read. Amendment proposed, at the end of the paragraph to add the words, "And if a special mail train were to start for Dublin immediately on the arrival of the packet at Kingstown." (*Mr. G. A. Hamilton.*) Question, "That those words be there added," put, and negatived.

Next paragraph read, amended, and agreed to.

Paragraph, page 14, "Your Committee would refer, &c.", read. Amendment proposed, at the end of the paragraph to add the words, "and also to the evidence taken before the Committee of last Session on the Postal Communication between London and Dublin referred to this Committee." (Mr. *G. A. Hamilton.*) Question, "That those words be there added," put, and agreed to.

Paragraph, as amended, agreed to.

Other paragraphs read, amended, and agreed to.

[Adjourned to Tuesday next, at Twelve o'clock.

Martis, 25° *die Julii*, 1854.

MEMBERS PRESENT:

Mr. WILSON PATTEN in the Chair.

Mr. H. G. Liddell.	Mr. Fortescue.
Mr. James MacGregor.	Mr. Wilson.
Mr. Blackett.	

Draft Report further considered.

Question, "That this Report, together with the Minutes of Evidence, be the Report to The House," put, and agreed to.

Ordered, To Report.

EXPENSES OF WITNESSES.

NAME of WITNESS.	Profession or Condition.	From whence Summoned.	Number of Days absent from Home, under Orders of Committee.	Expenses of Journey to London and back.	Allowance during absence from Home.	TOTAL Expenses allowed to Witness.
				£. s. d.	£. s. d.	£. s. d.
Mr. M. D. Hollins	Merchant	Stoke-on-Trent	2	3 6 –	2 2 –	5 8 –
Mr. J. A. Stephenson	Solicitor	– – – –	2	3 6 –	4 4 –	7 10 –
Mr. C. Banning	Postmaster	Liverpool	2	4 4 –	2 2 –	6 6 –
Mr. Thomas Bouch	Merchant	Liverpool	2	4 10 –	2 2 –	6 12 –
Mr. Harvey M'Fie	Merchant	Liverpool	1	4 – –	1 1 –	5 1 –
Mr. R. Zwilchenbart	Merchant	– – – –	2	4 10 –	2 2 –	6 12 –
Mr. Thomas Boothman	Secretary to Chamber of Commerce.	Manchester	2	4 5 –	2 2 –	6 7 –
Mr. Francis Abbott	– – – –	Detained in town	5	– – –	5 5 –	5 5 –
Major Harness	Major in the Army	Dublin	2	6 10 –	2 2 –	8 12 –
Mr. Joshua Fishbourne	Railway Agent	Dublin	4	8 – –	4 4 –	12 4 –
Mr. Adam Jack	Merchant	Bristol	2	3 – –	2 2 –	5 2 –
					£.	74 19 –

MINUTES OF EVIDENCE.

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Captain William O'Brien - - - 39
The Right Hon. Duncan M'Laren, Lord Provost of Edinburgh - - 39
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Mr. Michael Daintry Hollins - - 52
John Lewis Ricardo, Esq., M.P. - 57
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Edward C. Egerton, Esq., M.P. - - 65
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John Brocklehurst, Esq., M.P. - - 82
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Lunæ, 22° *die Maii*, 1854.

Rowland Hill, Esq. - - - - 142

Jovis, 25° *die Maii*, 1854.

Rowland Hill, Esq. - - - - 166
John Tilley, Esq. - - - - 190

Lunæ, 29° *die Maii*, 1854.

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Apsley Pellatt, Esq. M.P. - - - 207
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James Allport, Esq. - - - - 307
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Rodolph Zwilchenbart. Esq. - - 343
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Francis Abbott, Esq. - - - 367
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MINUTES OF EVIDENCE.

Lunæ, 1° *die Maii*, 1854.

MEMBERS PRESENT.

Mr. Divett.	Mr. Horsfall.
Mr. Hamilton.	Mr. Phillips.
Mr. Wilson Patten.	Mr. Egerton.
Mr. Liddell.	Mr. Herbert.
Mr. Fortescue.	Mr. MacGregor.
Mr. Blackett.	Marquis of Chandos.

JOHN WILSON PATTEN, Esq., IN THE CHAIR.

Captain *William O'Brien*, called in; and Examined.

Capt. *W. O'Brien.*

1 May 1854.

1. *Chairman.*] YOU are Secretary to the York, Newcastle, and Berwick Railway Company?—I am.

2. The Committee understand, from petitions presented to the House of Commons, that the public have made complaints of the irregularity in the delivery of letters, and of the delays which have taken place on the part of the Post-office in conveying letters along your line?—I understand that petitions have gone up from the Chamber of Commerce, complaining of the late and irregular arrival of the mail, and in private conversation there have been innumerable complaints made to me, and I have been asked to see whether the railway cannot do something better.

3. Do those complaints of which you have heard arise from irregularities of delivery on the main line, or upon the branches connected with the main line?—No delay has taken place upon the York, Newcastle, and Berwick Railway, that arises from any fault either on the main or on the branches. The delays generally arise before they come to the railway with which I am connected.

4. Will you state your opinion of the cause of the irregularity which has taken place?—Generally speaking, I think the fault arises in the Post-office system, especially the system of centralization of letters at Tamworth; I think that is a fertile cause of delay. In addition to that, I think that the circumstance of the mail trains going by a circuitous line necessarily produces delay; in addition to that the Postmaster-general has timed the train over the railway with which I am concerned, as well as over those beyond it, in such a manner that it is physically impossible for the distance to be performed within the time named.

5. What do you mean by "centralization at Tamworth"?—Perhaps it would be better if that information came from some person connected with the Post-office; but I know that the general system at Tamworth is, that there the night mail trains from London, and the up mail trains from the North of Scotland and from Ireland meet, and there there is some sorting carried on. The effect of that is, that, as every mail has to wait for every other mail, every delay that occurs all over the kingdom between London and Aberdeen, and in crossing the Irish Channel, necessarily creates delay at Tamworth, so that there is an accumulation of delays at Tamworth; and therefore it is absolutely impossible, seeing the great rapidity with which the mails are run, but that there must be very great delay, for there is sure to be an accidental cause of delay on some line or other.

6. Can you give the Committee any information, from your own knowledge, of the delays that take place at Tamworth?—Not at Tamworth; I can only speak from my own knowledge of what takes place upon my own line, which begins at York; I know the delays we suffer at York.

Capt. *W. O'Brien.*

1 May 1854.

7. What has led you to believe that delays have occurred at Tamworth from those proceedings?—Naturally the railway people talk these matters over. When we inquire, "Why is the train late?" we are told that the train was late in leaving Tamworth; and we know the rate of speed at which the mail travels from Derby.

8. Has your company, in consequence of the complaints made of irregularity in the mails, made complaints to any other department, or to any other company?—I do not think we have made any official complaints. We know the causes too well to think it necessary.

9. You state that the circuitous route is another cause of delay; what is the route by which the letters to the north are conveyed?—The present route is by the Midland line; the mail leaves London and goes to Rugby, and from Rugby to Derby. At Derby it waits till the Tamworth junctions are effected, and the mail is brought up from Tamworth to Derby; from Derby it goes to York at a very quick rate, and from York it goes on to Newcastle and to Edinburgh.

10. The shortest line would be by the Great Northern Railway direct from London to York?—Yes.

11. What is the time at which the night London mail arrives at the first terminus of your line?—The first terminus of our line is at York; the mail arrives at York at a quarter before five o'clock in the morning.

12. Can you give the Committee any information as to the time at which the mails have generally arrived at York?—Yes; I have prepared some Returns, which I think will give information to the Committee as far my own line is concerned.

13. Will you state shortly the nature and object of those Returns?—The first Return I have is for the year 1852, when the time allowed between York and Newcastle was three hours and five minutes. I find that, taking the average for the whole of the year 1852, the loss on the railway is two minutes per day. The Committee will understand that when the average of the losses is taken, a variety of contingencies come into account, which must show a loss; therefore, a loss of two minutes a day implies great regularity. The average delay at York at the period these trains were running was more than 16 minutes, which I attribute entirely to the system at Tamworth: a delay of 16 minutes per day is a serious amount of irregularity.

14. Do you mean that the average of all the delays of the year at York comes to 16 minutes per day?—Yes, which I attribute to the system at Tamworth. Permit me to add, as showing the effect of weather, that the average loss, which had been 10 or 11 minutes, suddenly rose in the winter months, November and December, to 37 minutes per day in each month; that arose entirely, not upon my own line, but upon the other lines. After various complaints had been made from Newcastle, I believe a deputation went to the Post-office, and the Post-office undertook to get the mail quicker into Newcastle. I will hand in this return, which shows the time of the down night train from York to Newcastle for the year 1852.

[*The same was delivered in, and is as follows:*]

YORK, NEWCASTLE, AND BERWICK RAILWAY.

TIME BILL of the Down Night Mail Train from *York* to *Newcastle*, for the Year 1852.

MILES.			TOTAL TIME.
		H. M.	H. M.
	Leave York - - - - -	5 55 a.m.	
	Arrive at Thirsk - - - -	6 45 „	
	„ Northallerton - - -	7 0 „	
	„ Darlington - - -	7 33 „	
	Stop 10 minutes - -	7 43 „	
	„ Ferry Hill - - -	8 0 „	
	„ Belmont - - - -	8 20 „	
	„ Fence Houses - - -	8 28 „	
	„ Brockley Whins - -	8 47 „	
84	„ Gateshead - - -	9 0 „	3 5

RETURN

RETURN of the Running of the Down Night Mail Train from *York* to *Newcastle*, for the Year 1852.

Capt. *W. O'Brien.*

1 May 1854.

MONTHS.	Departure from York. Proper Time, 5.55 A.M.		Arrival at Newcastle. Proper Time, 9 A.M.		Average Time Lost between York and Newcastle.
	Actual Time.	Late.	Actual Time.	Late.	
	H. M.	MIN.	H. M.	MIN.	MIN.
January - -	6 10 14/31	15 14/31	9 18 15/31	18 15/31	3 1/31
February - -	6 9 28/29	14 28/29	9 15 13/29	15 13/29	0 14/29
March - - -	6 6 8/31	11 8/31	9 10 10/31	10 10/31	- - 1 M. gained.
April - - -	6 4 23/30	9 23/30	9 10 14/30	10 14/30	0 21/30
May - - -	6 4 28/30	9 28/30	9 11 28/30	11 28/30	1 24/30
June - - -	6 5 14/30	10 14/30	9 9 11/30	9 11/30	- - 1 M. gained.
July - - -	6 3 6/31	8 6/31	9 11 30/31	11 30/31	3 24/31
August - - -	6 7 8/31	12 8/31	9 15 11/31	15 11/31	3 3/31
September - -	6 11 29/30	16 29/30	9 19 7/30	19 7/30	2 8/30
October - -	6 11 2/31	16 2/31	9 22 1/31	22 1/31	5 30/31
November - -	6 32 23/30	37 23/30	9 37 9/30	37 9/30	—
December - -	6 32 16/31	37 16/31	9 44 23/31	44 23/31	7 7/31
TOTALS - -	74 15 166/199	195 166/199	111 43 15/175	223 15/175	26 5/6
AVERAGES - -	6 11 63/199	16 63/199	9 18 103/175	18 103/175	2 1/6

Average number of vehicles on this train - - - - - - - 7 120/179

Distance from York to Newcastle, *viâ* Brockley Whins - - - - 84 miles.

Number of stoppages, including one terminal stoppage - - - - 8

Time allowed - - - - - - - - - - - - - 3 H. 5 M.

Average running speed per hour, assuming that each stoppage causes a delay of 5 minutes, and an extra delay at Darlington of 5 minutes - - - 35 385/353 miles.

15. The complaints of which you spoke just now were of the late delivery of the mails at Newcastle?—Yes.

16. They wish the mails to be accelerated?—Yes; at that time the arrival of the mail in Newcastle was at nine o'clock in the morning; but early in 1853 the Post-office made a change; it began partly in March; but the 1st of June may be taken as the day from which the change began, by which the mail was supposed to arrive in Newcastle every morning at seven o'clock; that was accomplished not by any alteration of the route of the mail, but by an acceleration of the running of the railway trains, especially from Derby. To illustrate that, I will put in a time bill, which may be taken as applying to the present time; it is substantially the same which has been in effect since June 1853.

17. The second return will show the irregularity which has taken place subsequently to June 1853, as you state, in consequence of the acceleration of the mails?—Yes; I will put in with this two other returns, showing the time of running of the down night mail from York to Newcastle, and from Newcastle to Berwick, from June 1853 to March 1854.

[*The same were delivered in, and are as follows:*]

Capt. *W. O'Brien.*

1 May 1854.

TIME BILL of the Down Night Mail Train from *London* to *Edinburgh*, viâ *Derby*, for March 1854.

STATIONS. From	STATIONS. To	Distance.	Number of Stoppages.	Time Allowed.	Extra Time Allowed.	Running Speed per Hour, allowing Five Minutes for each Stoppage, and the Extra Time allowed.	Average Gain or Loss of Time on the Railway.
		MILES.	NO.	H. M.	MIN.	MILES.	MIN.
London - -	Rugby - -	82 $\frac{3}{4}$	5	2 55	10	33 $\frac{1}{10}$	
Rugby - -	Derby - -	49 $\frac{1}{4}$	4	1 35	20	39 $\frac{2}{3}$	
Derby - -	York - -	87 $\frac{3}{4}$	5	2 35	10	42 $\frac{3}{23}$	
York - - -	Newcastle -	81	5	2 15	30	44 $\frac{2}{11}$	Lost 4.
Newcastle - -	Berwick - -	67	5	2 15	20	36 $\frac{1}{2}\frac{8}{0}\frac{3}{3}$	Gained 5.
Berwick - -	Edinburgh -	57	11	2 15	–	42 $\frac{3}{4}$	
	TOTALS - - -	424 $\frac{3}{4}$	35	13 50	90	—	

There is a discrepancy between the "London and North Western" and the "Midland" Time Bills for March of 15 minutes, the calculations are made therefore on the February Time Bills for the distance from London to Rugby.

RETURN of the Running of the Down Night Mail Train from *York* to *Newcastle*, from 1 June 1853 to 31 March 1854.

MONTHS.	Departure from York. Proper Time, 4.45 a.m. Actual Time.	Departure from York. Proper Time, 4.45 a.m. Late.	Arrival at Newcastle. Proper Time, 7 a.m. Actual Time.	Arrival at Newcastle. Proper Time, 7 a.m. Late.	Average Time Lost between York and Newcastle.
1853:	H. M.	MIN.	H. M.	MIN.	MIN.
June - - -	5 8	23	7 22	22	—
July - - -	5 10	25	7 25	25	—
August - - -	5 17	32	7 34	34	2
September - -	5 15	30	7 35	35	5
October - - -	5 20	35	7 40	40	5
November - -	5 32	47	7 52	52	5
December - -	5 41	56	8 9	69	13
1854:					
January - - -	5 34	49	7 59	59	10
February - - -	5 16	31	7 42	42	11
March - - -	5 3	18	7 22	22	4
TOTALS - - -	53 16	346	76 40	400	55
AVERAGE - - -	5 19 $\frac{6}{10}$	34 $\frac{6}{10}$	7 40	40	5 $\frac{1}{2}$

Distance from York to Newcastle *viâ* Washington Branch - - - - 81 miles.

Number of stoppages, including one terminal stoppage - - - - - 5 *

Time allowed, 2 hours and 15 minutes.

Average running speed per hour, assuming that each stoppage causes, on an average, a delay of five minutes - - - - - - - - - - 44 $\frac{2}{11}$ miles.

Average number of vehicles - - - - - - - - - - - 6 $\frac{47}{100}$

* Northallerton, Darlington, Ferry-hill, Belmont, and Newcastle.

RETURN

RETURN of the Running of the Down Night Mail Train from *Newcastle* to *Berwick*, from 1 June 1853 to 31 March 1854.

Capt. *W. O'Brien.*

1 May 1854.

MONTHS.	Late arriving at Newcastle.	Departure from Newcastle. Proper Time, 7.30 a. m.		Arrival at Berwick. Proper Time, 9.45 a.m.		Average Time gained between Newcastle and Berwick.
		Actual Time.	Late.	Actual Time.	Late.	
1853:	MIN.	H. M.	MIN.	H. M.	MIN.	H. M.
June - - -	22	7 42	12	9 51	6	0 6
July - - -	25	7 45	15	9 54	9	0 6
August - - -	34	7 52	22	9 59	14	0 8
September - -	35	7 55	25	9 59	14	0 11
October - - -	40	7 57	27	10 3	18	0 9
November - -	52	7 59	29	10 2	17	0 12
December - -	69	8 26	56	10 30	45	0 11
1854:						
January - - -	59	8 35	65	10 39	54	0 11
February - - -	42	7 58	28	10 7	22	0 6
March - - -	22	7 40	10	9 50	5	0 5
TOTALS - - -	400	79 49	289	100 54	204	0 85
AVERAGE - -	40	7 $58\frac{9}{10}$	$28\frac{9}{10}$	10 $5\frac{2}{5}$	$20\frac{2}{5}$	0 $8\frac{1}{2}$

Distance from Newcastle to Berwick - - - - - - - - - 67 miles.

Number of stoppages, including one terminal stoppage - - - - - 5 *

Time allowed, 2 hours and 15 minutes.

Average running speed per hour, assuming that each stoppage causes, on an average, a delay of five minutes - - - - - - - - - - $36\frac{12}{20}\frac{3}{5}$ miles.

Average number of vehicles - - - - - - - - - - - $5\frac{1}{2}$ „

* Morpeth, Acklington, Bilton, Belford, and Berwick.

18. What is the average delay, as it appears by that Return, since the last acceleration?—The average delay in the departure from York, under the new system, for the whole period from June 1853 to March 1854, is 34 minutes per day. If you look at the Return which I call the time-bill of the train, you will see the arrangement of speeds. This arrangement of speeds is entirely done by the Postmaster-general; the railway company have nothing to say to it; but it is arranged by the Postmaster-general that the train shall run from London to Rugby at the rate of 33 miles an hour; from Rugby to Derby at 39 miles an hour; from Derby to York at 42 miles an hour; from York to Newcastle at 44 miles an hour; the two last are the rates of the highest express speed; from Newcastle to Berwick at 36 miles an hour, a slow rate; and from Berwick to Edinburgh at 42 miles an hour. These being the facts as to the rates of speed, the next Return will show the results. I will take the distance from York to Newcastle. The Committee will see in No. 3 the delays which have taken place south of York, which I attribute partly to the Tamworth arrangement, partly to the very rapid rate at which the train comes down from Derby to York, which is a very high express speed, 42 miles an hour in the middle of the night. The delays are these: In June 23 minutes; July, 25; August, 32; September, 30; October, 35; November, 47; December, 56; January 1854, 49; February, 31; March, 18.

19. All these being the averages of those months?—Yes, the average of the whole being 34 minutes. In this case you will see the strong effect of the winter months and the sudden diminution of the delay in March. What I am going to mention I cannot give of my own knowledge, but I believe it is well known that when some complaints were made about these delays in the circular letter of the Secretary of the Post-office, the North Western Company resolved not to wait at Tamworth beyond a certain number of minutes for the arrival of the mails; and the effect appears in an instantaneous diminution of the delays from 31 minutes to 18. Then on the same section of the line, I will now call the attention of the

Capt. *W. O'Brien.*

1 May 1854.

Committee to the effect of high speed upon the keeping of time. In June we appear to have kept time; in July we appear to have kept time; in August we lost, on an average, two minutes; in September, five minutes; in October, five minutes; in November, five minutes; in December, 13 minutes; in January (1854), 10 minutes. I should state that I am not quite satisfied with the averages of January, the whole having been so disarranged by the state of the weather that it is difficult to make an accurate return for that month. Then in February we lost 11 minutes, and in March, four minutes; the average on the whole of the months being a loss of 5 ½ minutes every day.

20. That is upon your own line?—Yes.

21. On looking at this Return, do you find that time has been lost upon those parts of the line where the speed has been greatest?—The next return will perhaps prove that; this is No. 4, which takes the section of the line from Newcastle to Berwick; for I have hitherto spoken of the section from York to Newcastle. On this part of the line the train is timed by the Postmaster-general, at the rate of only 36 miles an hour. I find that in June we gained six minutes; in July we gained six minutes; in August, eight; in September, 11; in October, nine; in November, 12; in December, 11; in January (1854), 11; in February, six; in March, five. On the average, we gained 8½ minutes every day.

22. During that period there was a loss on the general line between London and Berwick?—Yes; there was an average loss of 34 minutes up to York, and of five minutes between York and Newcastle, and an average gain on the railway between Newcastle and Berwick of 8½ minutes.

23. You mean that you did the journey within eight minutes of the time allowed you by the Post-office?—Yes.

24. Mr. *Liddell.*] The time allowed was more than upon the other part of the line?—Yes; and finding that the time was so ample, the directors did not see any objection in stopping at three other stations upon the line for the convenience of the traffic; they did that, and still they gained 8½ minutes every day. I will just observe, that it may be gathered from these returns that the time allowed by the post-office in Newcastle is half an hour. It appeared from actual experience, that that half hour was not wanted, and as a matter of fact they got out of the station in about 19 minutes; in short, they saved about 10 minutes out of the half hour; and, as you will see from these returns, it is rather remarkable that in winter we appear to have gained on the railway rather more than in the summer months. I attribute that entirely to the anxiety of our people to get on as quickly as they could. I have no doubt we could always gain the same amount, which, added to the time which I presume could be saved at Newcastle, shows a very great amount which could be saved between Newcastle and Berwick, an amount equal to 20 minutes between the railway and the Post-office.

25. At what period of the day is it at which this time has been saved on your line?—The train ought to arrive at Newcastle at seven o'clock, and ought to leave at half-past seven; but being generally late, it has gone out towards Berwick about eight o'clock.

26. Mr. *Liddell.*] The proper time for the arrival of the train at Newcastle is seven o'clock, punctual?—It is.

27. *Chairman.*] With respect to sending the mail by another line, can you give the Committee any reason to suppose that if that were done, any great saving of time would be effected?—Of course if it took a straight line it would go in less time. But perhaps the Committee will allow me to state that I do not appear here as the representative of any railway; I have permission to come, but I am not desired to come by my directors. If there is any information that I can give, I shall be glad to give it; but I do not appear to defend any railway company, or to advocate any particular route. I have no connexion whatever with the Great Northern line, but there is no doubt that the Great Northern line is 30 miles shorter than the other; and if to that difference of 30 miles you add one stoppage saved, there would be a saving, I should reckon, of at least 50 minutes by the mere change of route, besides the other considerations involved in it. I took for granted that the Committee would make some inquiry upon this point, and therefore I took out some Returns showing the actual running of a train by the shorter route, which runs at night, as the mail train does.

28. A passenger train of the Great Northern, carrying no mails?—Yes; leaving London at a quarter past nine o'clock at night.

29. Will

29. Will you state the hour of departure of that train from London, and of its arrival at York?—I am obliged to divide these Returns into three periods, because the time was altered; but I will give first the time-bill of the night fast train from London to Edinburgh, *viâ* the Great Northern, for certain months, and another table, showing the actual running at that time, and then I will give it for two other periods. Capt. *W. O'Brien.* 1 May 1854.

[*The following Papers were delivered in:*]

TIME BILLS of the Down Night Fast Train from *London* to *Edinburgh, viâ* Great Northern Railway for August, September, October, and November 1853.

Miles.	PLACES.	Time.	Number of Stoppages.	Time Allowed.	Running Speed per Hour, allowing Five Minutes for each Stoppage, and Five Minutes extra at York and Newcastle.	Average Time Gained or Lost on the under-mentioned portions of the Lines.	Average running Speed per Hour on the whole Distance.
		H. M.		H. M.	MILES.	MIN.	MILES.
	Leave London - - (5 min. extra at York.)	9 15 p.m.	10	5 15	43 $\frac{65}{265}$	20	
191	Leave York - - - (5 min. extra at Newcastle.)	2 35 a.m.		Extra 5			
			3	2 30	36	2	
81	Leave Newcastle - -	5 10 „		Extra 5			
			4	1 57	41 $\frac{43}{57}$	4	
67	Leave Berwick - -	7 7 „					
57	Arrive at Edinburgh -	9 0 „	4	1 53	36 $\frac{72}{93}$	- -	40 $\frac{16}{59}$
396	- - - TOTALS - - -	- -	21	11 45	—	—	—

Average Number of Vehicles between York and Berwick - - - 5

YORK, NEWCASTLE, AND BERWICK RAILWAY.

RETURN of the Running on the York, Newcastle, and Berwick Railway, of the Down Night Fast Train from *London* to *Edinburgh*, during the Months of August, September, October, and November 1853.

DATES.	Departure from York. Proper Time, 2.35 a.m.		Departure from Newcastle. Proper Time, 5.10 a.m.		Arrival at Berwick. Proper Time, 7.2 a.m.	
	Actual Time.	Late.	Actual Time.	Late.	Actual Time.	Late.
1853:	H. M.	MIN.	H. M.	MIN.	H. M.	MIN.
August - - -	2 46	11	5 23	13	7 19	17
September - -	2 53	18	5 30	20	7 26	24
October - - -	3 0	25	5 38	28	7 35	33
November - -	3 1	26	5 39	29	7 33	31
TOTAL - - -	11 40	80	22 10	90	29 53	105
AVERAGE - -	2 55	20	5 32	22	7 28	26

30. This is a Return of the train which leaves London at a quarter past nine at night for Edinburgh; will you state the time at which it arrives at York?—It leaves York at 2.35 in the morning.

31. At what time does the train which carries the letters for York leave London?—At nine o'clock.

32. At what time does it arrive at York?—At 15 minutes before five in the morning.

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33. Mr. *Liddell.*] That is to say, it ought to arrive at that time?—It ought to arrive at that time.

34. *Chairman.*] I presume that this train of which you have put in a Return, not carrying letters, is not subject to the same delays that necessarily occur on the other line?—I do not see why it is not.

35. Mr. *Egerton.*] Does it stop at the same number of places?—No; but the calculation of which I have been speaking is made upon the principle of allowing a certain number of minutes for each stoppage.

36. *Chairman.*] Do you find the delivery of the mails to be any material cause of delay to the trains carrying them?—I know that occasionally it is a cause of delay; but there can be no reason why the mail should not be ready the moment the train arrives, but they sometimes are a few minutes late.

37. Therefore the comparison is not quite an equal one, as between one train carrying no mails and another carrying mails?—That is true, and therefore I do not use it for that purpose, but for the purpose of showing the effect of running a train at a very high rate of speed; this is a train which runs through to Edinburgh, and it is a train which we work as well as we possibly can; we spare no pains to run that train as quickly as we can. You may rely upon it that if that train is late, it is not our fault. You will see that that train was timed on the Great Northern Railway at the rate of about 43 miles an hour. The next table shows that they could not keep that time, and that it was, upon the average, late 20 minutes during the months of August, September, October, and November, which were not an unfavourable period. The delay in August was 11 minutes; in September, 18; in October, 25; and in November, 26.

38. It appears that between York and Newcastle the rate is 36 miles; what is the average loss of time upon that?—Two minutes.

39. From Newcastle to Berwick, at the rate of 41 miles, what is the loss upon that?—Four minutes.

40. From Berwick to Edinburgh the rate is 36 miles; what is the loss upon that?—That is off my line; I do not know the time upon that. The next Return that I have is a precisely similar one. The railway companies finding that the time was not sufficient, winter coming on, took another quarter of an hour; and they also stopped at two additional stations, so they took for the purpose of running five minutes additional; and the table which I now hand in shows the time tables then fixed, and the result of the running during the winter months.

[*The same were delivered in, and are as follow:*]

TIME BILLS of the Down Night Fast Train from *London* to *Edinburgh, vid* Great Northern Railway for December 1853, and January and February 1854.

Miles.	PLACES.	Time.	Number of Stoppages.	Time Allowed.	Running Speed per Hour, allowing Five Minutes for each Stoppage, and Five Minutes extra at York and Newcastle.	Average Time Gained or Lost on the undermentioned portions of the Lines.	Average Running Speed per Hour on the whole Distance.
		H. M.		H. M.	MILES.	MIN.	
	Leave London - -	9 15 p.m.	11	5 20	43 $\frac{65}{265}$	31 $\frac{2}{3}$	
	(5 min. extra at York.)			Extra 5			
191	Leave York - - -	2 40 a.m.	3	2 33	35 $\frac{30}{138}$	6 $\frac{1}{3}$	
	(5 min. extra at Newcastle.)			Extra 5			
81	Leave Newcastle - -	5 18 „	4	1 59	40 $\frac{60}{99}$	7	
67	Leave Berwick - -	7 17 „	5	1 58	36 $\frac{72}{93}$	- -	39 $\frac{55}{59}$
57	Arrive at Edinburgh -	9 15 „					
396	- - - TOTALS - - -	- -	23	12 0	—	—	—

Average Number of Vehicles between York and Berwick - - - 5 $\frac{1}{3}$.

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YORK, NEWCASTLE, AND BERWICK RAILWAY.

RETURN of the Running on the York, Newcastle, and Berwick Railway of the Down Night Fast Train from *London* to *Edinburgh*, during the Months of December 1853, and January and February 1854.

DATES.	Departure from York. Proper Time, 2.40 A.M.		Departure from Newcastle. Proper Time, 5.18 A.M.		Arrival at Berwick. Proper Time, 7.12 A.M.	
	Actual Time.	Min. Late.	Actual Time.	Min. Late.	Actual Time.	Min. Late.
	H. M.		H. M.		H. M.	
December - 1853 -	3 3	23	5 47	29	7 57	45
January - - 1854 -	3 22	42	6 10	52	8 6	54
February - „ -	3 10	30	5 51	33	7 49	37
TOTAL - - -	9 35	95	17 48	114	23 52	136
AVERAGE - -	3 11 $\frac{2}{3}$	31 $\frac{2}{3}$	5 56	38	7 57	45

41. By this Return, which is in the winter months, I observe that the speed between London and York is still 43 miles an hour, and the loss is 31 minutes?—It is so.

42. Between York and Newcastle the speed is 35 miles instead of 36, and the loss is six minutes?—It increased from two minutes to six.

43. Between Newcastle and Berwick the speed is 40 miles only instead of 41, and the loss is seven minutes?—An increase from four to seven.

44. Therefore there is an increased loss with a diminished speed?—It was in consequence of the winter weather. The interruptions of the weather were so very serious that though we took a greater time we lost time actually. There is another Return, to show the result of what was next done. The railway companies seeing the unsatisfactory nature of the running, took additional time, and then we had better weather, and you will see the result from these Tables, which I will hand in.

[*The same were delivered in, and are as follow:*]

TIME BILL of the Down Night Fast Train from *London* to *Edinburgh*, *viâ* Great Northern Railway, for March 1854.

Miles.	PLACES.	Time.	Number of Stoppages.	Time allowed.	Running Speed per Hour, allowing Five Minutes for each Stoppage, and Five Minutes extra at York and Newcastle.	Average Time Gained or Lost on the undermentioned portions of the Lines.	Average running Speed per Hour on the whole Distance.
		H. M.		H. M.	MILES.	MIN.	MILES.
	Leave London - -	9 15 p.m.					
	(5 min. extra at York.)		11	5 30	41 $\frac{185}{275}$	10	
191	Leave York - - -	2 50 a.m.		Extra, 5			
	(5 min. extra at Newcastle.)		3	2 35	34 $\frac{5}{7}$	Gained, 1	
81	Leave Newcastle - -	5 30 „		Extra, 5		Gained,	
			4	2 5	38 $\frac{30}{105}$	2	
67	Leave Berwick - -	7 35 „					
57	Arrive at Edinburgh -	9 30 „	4	1 55	36	- -	38 $\frac{220}{615}$
396	- - - TOTALS - - -	- -	22	12 15	—	—	—

Average Number of Vehicles between York and Berwick - - - - 5 $\frac{1}{7}$

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1 May 1854.

YORK, NEWCASTLE, AND BERWICK RAILWAY.

RETURN of the Running on the York, Newcastle, and Berwick Railway of the Down Night Fast Train from *London* to *Edinburgh*, during the Month of March 1854.

DATE.	Departure for York. Proper Time, 2.50 A.M.		Departure for Newcastle. Proper Time, 5.30 A.M.		Arrival at Berwick. Proper Time, 7.30 A.M.	
	Actual Time.	Min. Late.	Actual Time.	Min. Late.	Actual Time.	Min. Late.
1854:	H. M.		H. M.		H. M.	
March - - -	3 0	10	5 39	9	7 37	7

45. By this return it appears that the speed between London and York is 41 miles an hour instead of 43, and the loss is 10 minutes?—The average loss of time has been reduced from 31 minutes to 10 minutes. The difference of merely two miles an hour in the time table, and the difference between winter weather and the weather of March, has actually had the effect of reducing the delay to the extent of 20 minutes a day.

46. Between York and Newcastle the speed has been reduced from 35 miles an hour to 34; and instead of a loss of six minutes, I observe a gain of one minute?—That is so.

47. Between Newcastle and Berwick the speed has been reduced from 40 miles an hour to 38; and instead of a loss of seven minutes, I observe a gain of two minutes?—That is so. The Committee will observe from this return, that when the companies are left to themselves to run a train at the highest speed they think right, the average from Edinburgh to London is 38½ miles an hour.

48. Have you made a calculation of the average speed of the mail train?—It hardly admits of being averaged, because it runs very slowly at the beginning, and very rapidly at the end, and therefore any loss of time on the portion of the line upon which it is running rapidly causes irregularity, because you can gain nothing upon the slow rate. The rate from York to Newcastle is 44 miles an hour, after allowing for stoppages; that rate of speed is far higher than the railways would venture to do if left to themselves; it is far higher than the highest express speed upon the line, and I contend that it is incompatible with regularity.

49. How does it happen that it is a higher rate of speed than that of the express trains, because the Act of Parliament limits the Postmaster-general to the highest rate of speed of the express trains of each line?—It is so, but the Act of Parliament merely enacts that in general words; when you come to work it out, the rate of running speed, which is the only rate of which we have been speaking, entirely depends upon the number of stoppages, and therefore though the speed, taking merely the distance between the termini, may be at the ordinary rate of the express train, yet the actual running speed if there are more stoppages will be a far higher rate, and that is what has actually occurred. The time bill that the Postmaster-general sent down was taken from that of the express train; when we came to run it, there was an apparatus put up for the mail bags at Ferry Hill, and it was found that practically the apparatus would not work; it was knocked down every time, and the bags were thrown into the ditch; this happened every day, and at last without any positive order from the Postmaster-general, we stopped every day at Ferry Hill, so that another stoppage was introduced into the time bill without any positive order on the subject. Of course we might have refused to stop at Ferry Hill if we had liked to do so, but that would never do in the matter of the mail, and we were willing to do the best we could, so that we got an extra stoppage upon the train, which raised the speed above that of the express train. In addition to which the express train runs in broad daylight, whereas this train runs in the dark. now no driver would be fit to be kept in our service who would run with the same freedom by night as by day. There are constantly occasions occurring at night, when with anything like caution you must pull up a little.

50. Have

50. Have you anything to say with reference to accidents that have occurred by night trains, as compared with day trains?—We have had no accidents; but if you were to draw the inference from that, that there is no danger in running at the same speed at night as by day, that inference would be incorrect. We have fortunately escaped accidents; but there is a strong tendency, if you press the engine-man, and if you introduce anything like fining for being late, to produce recklessness, and to cause him to think of nothing but getting on with quickness over places where he ought to go cautiously; you introduce an element of danger. I say distinctly, that in our up-mail I think we are approaching the point where danger is likely to begin from that source.

51. Are there any other causes to which you would ascribe the irregularities complained of?—No; my answer generally is, that if you time the mail trains at a rate of speed something between 38 and 40 miles an hour for the running speed, and add to that the amount of delay at the stations, you will get trains to run with great regularity. You ought always to have a latent power in the engine, so that when you have a high wind or greasy rails, or a delay of a few minutes at a station, you may be able to make it up.

52. What rate would you recommend?—I have made a calculation, taking 40 miles an hour as the running speed, which I think is very fast; and for myself, I should prefer something lower, but it would be well to try the utmost that can be done. If then the mail left London at nine o'clock at night, and went the shortest route at 40 miles an hour, we should get a great improvement upon the present system, and I think maintain sufficient regularity.

53. You think that an average speed of 40 miles an hour can be safely done, and would insure greater regularity in the delivery of the mails?—An average running speed of 40 miles an hour.

54. Mr. *Blackett.*] Do you mean an average speed exclusive of stoppages?—Entirely exclusive of stoppages. To that you must add, for every stoppage, five minutes; you must add any extra stoppage wanted at such places as York or Newcastle for Post-office purposes, and you must add a little margin for contingencies.

55. *Chairman.*] Speaking of your own line, do you think that any great inconvenience has been experienced by your company in carrying the mails?—The greatest possible; I cannot give the Committee a notion what it is to have the morning mail train always irregular.

56. Has any inconvenience arisen to your company on your own line from being obliged to deliver the mails at various stations on the line?—Not the least; of course wherever the mail stops the bag is just handed out.

57. There is no inconvenience different from that attending upon the stopping for passengers?—Not the least.

58. I understand you to say that no delay has been caused upon your line by the delivery of the mails beyond what would have been caused by having to take up or put down passengers at the same stations?—Not on our line at all; occasionally it has happened that we have had to wait three or four minutes before the mail cart has driven up, but those are accidental things.

59. Have you known delays by irregularities in the Post-office service at the stations?—Occasionally it does happen that a train is delayed by the Post-office itself beyond what it would be for passengers, but not to such an extent as, I think, ought to form any cause of complaint on the part of the railway companies.

60. Is there any other statement that you wish to make?—I will just state (as it is a matter of great importance to the town of Newcastle) what might be done if the mail came by the Great Northern. The distance from London to Newcastle is 272 miles, which, at 40 miles an hour, will give six hours and 48 minutes. There would be 14 stoppages requisite, at five minutes each; that would make an hour and 10 minutes; and I put down for contingencies 12 minutes, and that makes a round sum of about eight hours and 30 minutes between London and Newcastle. A train leaving London at nine o'clock at night might be in Newcastle with great regularity at half-past five every morning. The same calculation, with, perhaps, half an hour, if it is wanted, at Newcastle (though I do not suppose it is wanted), would bring it into Edinburgh at 10 o'clock.

61. What is the time at Edinburgh now?—The time the Midland mail gets into Edinburgh is 20 minutes after 12; but that does not affect Edinburgh much,

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much, because Edinburgh has communication by the western route; the train gets in at 43 minutes past 10 by the western route.

62. Mr. *Blackett.*] Is that the nominal time fixed in the time-bills?—That is the nominal time, so that, as to all the people who live just short of Edinburgh, the letters do not reach them till a little before 20 minutes after 12; whereas by the plan I propose, by the mere change of route, you might save an hour and a half at Newcastle, and two hours and 20 minutes at Edinburgh, and I believe you would bring in the trains with great regularity.

63. *Chairman.*] Have you anything further to state to the Committee?—I do not know whether I may suggest that by the route by the Great Northern might be brought the whole of the letters in which Newcastle is interested.

64. You think that all the towns in that district could be equally accommodated by that route?—I have no doubt of it.

65. Mr. *Liddell.*] With reference to the centralization of the mails of the east route, do you think that supposing the letters to be conveyed by the Great Northern line, by taking Peterborough as the first of a series of centres, a considerable number of the letters which are at present concentrated at Tamworth could be conveyed on the Great Northern line within time to catch the down train at night?—If you take Peterborough as the first centre, and assume that Peterborough is the centre of a circle of which the distance from Peterborough to London forms the radius, and if you have to leave London about nine o'clock, and the provincial towns at about half-past seven to eight in the evening, you will find that by describing a circle of that kind around Peterborough you may include as far as Yarmouth on the one hand, and you may take in the towns of Oxford and Birmingham on the other.

66. Is that the utmost limit from which letters could be conveyed in time to meet the down train?—If not the utmost limit, the important points are secured if you get Birmingham and Oxford. Newcastle has very little concern with anything south and west of those towns.

67. Taking Newark as a second centre, from what distance could you convey letters to join the same line?—At Newark you get a longer radius, the radius from Newark to London. You may go as far west as Shrewsbury, and the whole of the east coast may be centralized at Newark.

68. Then as far as regards Irish letters, and letters from Liverpool, and other towns in that direction, could not those letters be concentrated at a place called Knottingley?—Knottingley is a point of junction where the Great Northern comes in contact with the Lancashire and Yorkshire system of railways, which embraces the whole of the manufacturing districts, and there is no doubt that the Liverpool and Manchester letters, and those of the whole of the manufacturing districts, and of course everything to the north of those, can be brought into Knottingley in perfectly good time. As to the Irish letters, I do not know enough of the Post-office system to give any opinion; but as I see by the time-bills that the time at which the mail arrives at Crewe will leave 2 hours and 45 minutes to get to Knottingley, I conclude that that is time enough so far as the railway is concerned, because the distance is only 75 miles; but the Irish correspondence with Newcastle is not important.

69. You think that the correspondence from the manufacturing districts could be conveyed to Knottingley so as to join the train?—Beyond all question. In that I should include everything north of that. The Scotch letters of course might be brought across either by the Edinburgh and Glasgow or by the Carlisle line, or by the cross line from Liverpool to Knottingley; so that every letter of importance might be got into Newcastle at half-past five in the morning, except those from the south-west of England, which they do not care about.

70. What was the former hour, before the last acceleration took place, at which letters were supposed to arrive at Newcastle?—Nine o'clock.

71. You have stated that upon your line no delay of any importance has been caused by taking up and putting down the bags?—No delay of any real importance; nothing but what we could make up if the running speed was such that we could get complete command over it by the engines.

72. Mr. *Blackett.*] I understand you to say that you are persuaded that the delays previous to York are not delays inseparable from any system of delivering letters, but are connected, as you imagine, with the Post-office arrangements at Tamworth?—South of York there are very large junctions; but the general opinion

opinion is, that the delays are rather caused by the Post-office arrangements connected with Tamworth.

73. Mr. *Liddell.*] Is there in connexion with your particular line any intricate postal communication; are there to any very great extent branch railways connected with your line?—No; but there are mail carts, and all that system.

74. But you have no such intricate railway communication as exists south of York?—There is nothing of any intricacy; nothing but what could be perfectly got over if you had the mail line of communication punctual.

75. From the returns which have been laid before the Committee, it appears that the delays are always very much greater in the months of November and December, in consequence of the state of the weather, than they are in the month of March; have not the winds usually prevailing in the month of March a considerable effect upon the trains?—Of course the wind has a great effect; but last March has not been a very windy one, and it has been a very dry one, which is far more important.

76. You attribute the serious delays to the snow and rain chiefly?—Yes; frost and bad weather; anything that has a tendency to make the rails greasy, or violent wind or snow, and particularly alternations of the weather; those things affect the running of trains materially.

77. I think you have shown in your evidence that the greatest amount of delay at present takes place upon that portion of the railway where the rate of running speed is the slowest?—The greatest delay takes place where the running speed is highest; it is where they are obliged to run a higher rate than the express pace, that they are found never to keep time.

78. But I understand that between London and Derby the running speed is lower than upon any other portion of the line over which the Newcastle letters are conveyed?—That is so.

79. And the delay upon that part of the line is greater than any other?—South of York, though the speed is slower, the delay is much greater.

80. But as a rule you generally observe that the contrary is the result?—Generally the contrary is the result. Practically on a railway, the moment you get above a running pace of from 38 to 40 miles an hour, every contingency becomes a cause of delay.

81. I observe that from York to Newcastle the running speed is as high as 44 miles an hour?—Yes, and run with a heavy mail train in the night.

82. And you find that great difficulty and considerable risk attends that high rate of running speed, especially in the night?—The difficulty amounts to an impossibility; we have made every effort to do it; we have had the best engines that could be built by the best makers, and every case of delay of that train is looked into by myself personally and by the directors; every man that is connected with it is punished, if in fault; the case is invariably looked into; but the result is that it cannot be done. I may add that between York and Darlington it is a beautiful line to run over, and we get over that part of the ground very well; but the time table has not been adapted to the peculiarities of the line between Darlington and Newcastle; there it is a totally different line, with numerous junctions, which ought to be run over with great caution; but we are compelled to run over it at a speed such that I would not take upon myself the responsibility of it.

83. What should you consider, taking the whole distance from London to York, would be a fair rate of speed to time the mail train by, in order to insure punctuality in the conveyance of the letters?—From London to Newcastle, I have taken the running time at 6 hours and 48 minutes; then the additional time for stoppages and contingencies brings it up to eight hours and a half.

84. That is a running speed of nearly 40 miles an hour?—It is.

85. You think that might be maintained, and punctuality ensured?—Making a little allowance for winter, and some allowance for unforeseen contingencies, such as the breaking down of an engine, or anything of that sort, I think, upon the whole, it might be maintained.

86. You have stated that there was a very remarkable diminution in the delay that took place south of York during the month of March last?—Yes, it began in March last.

87. And that you are led to believe that that has been mainly caused by the refusal of the London and North Western Company to stop and wait at Tamworth?—That is the story I hear; that in consequence of the railway

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companies being found great fault with for being unpunctual in their arrival, they said, "We will not wait at the junction beyond a certain time;" and they do not wait, and the effect has immediately been a considerable diminution in the amount of delay.

88. Is there not a train which runs from Tamworth and joins the Midland Line at Derby?—Yes; when the junctions are effected at Tamworth, the mail starts from Tamworth on to Derby. It picks up what is ready at Derby, and goes on to York.

89. The North Western, of course, goes as far as Rugby; then the route taken by the north mail is by the Midland line?—Yes.

90. Mr. *Divett.*] Did I rightly understand you, as saying that it is your opinion a great variety of speeds having been fixed by the Postmaster-general for certain sections of the railways, those speeds were fixed without reference to the power of the railway companies to effect them at particular times?—At all events, they were fixed without consultation with the railway authorities.

91. The Postmaster-general says to the railway company, "You shall run from one certain point to another certain point at a certain rate," without reference to the power of the railway company to do it at that rate?—It is so; but I understand that the Post-office in doing so took the times from our own express trains; therefore they had very good reason for doing it; but there is a material difference between the two. With our express trains, if the driver has any hesitation, if he is afraid that there is anything wrong, or has the least suspicion, he immediately pulls up; he knows that he will not be found fault with for doing so if the train is late; and if the result is, that it is late in coming into London it cannot be helped, and there is nobody to find particular fault with him. But it is quite a different matter when it comes to be a mail train, and if at the end of the year the Post-office is to make a return of all the instances in which the train has been late, and to bring them up before a Committee of the House of Commons; we are obliged in that case to put a higher pressure upon the drivers.

92. You think that there is not enough consideration given to the difficulties that the company would have to encounter in going at a higher rate of speed?—I think they would always bear in mind that punctuality is to be enforced at the end.

93. You consider that the tendency of fixing high rates of speed arbitrarily, on different parts of the line, is to cause want of punctuality?—Beyond all doubt, very greatly.

94. You stated that you think that a running speed of from 38 to 40 miles an hour may be maintained; do you fix that rate of speed with reference to the power of your own line, or do you speak of it generally with reference to all the lines running to the north?—I speak of it all the way from London to Berwick.

95. You think there would be no serious difficulty in running at the rate of 38 to 40 miles an hour upon all the lines from London to Berwick?—That is my opinion.

96. You form your opinion with reference to what you know upon your own line, and what you have observed upon the other lines?—From the actual fact of what is done.

97. You stated that you consider five minutes sufficient to allow for stoppages. Do you take that from your experience upon your own line, or do you speak generally with reference to the business of other railways?—It is a general calculation. I include in it, of course, the time that is lost in pulling up, as well as the actual delay at the station.

98. Supposing you go from A. to C. with one train without stopping, and that with another train you stop at an intermediate station, B., you find practically that it takes you five minutes more?—Yes, that is the case. Five minutes is not in all cases a correct calculation. If you are running at a less rate of speed, you would have to reduce it to four minutes, or three minutes and a half. But when you are running at the rate of 40 miles an hour, the retardation of the train necessary for pulling up makes you lose several minutes.

99. You have no doubt that five minutes is sufficient?—Upon lines of large traffic it would not be sufficient; and at large stations I have put five minutes extra. But the night mail train upon our line does not carry anything very enormous

enormous in the shape of luggage. If you have five minutes extra at large places, it is practically about enough.

100. Mr. *Philipps.*] I understand you to say that there are three causes of irregularity of the mail trains, one being the high average rate of travelling required in the conveyance of the mails, which is such as not to allow sufficient time for contingencies; the second being the darkness, and the third being the weather; two of those things being beyond your control, and the other being one which may be provided against?—Instead of saying "the average rate," I would rather say the high rate upon particular portions of the line.

101. Have you, upon your line, any system of premiums to engineers for punctuality?—We have now no system of premiums; we have tried premiums with reference to coke; we have tried it in various ways, and the result is that discontent is produced amongst the men; they think that sufficient allowance is not made for contingencies of weather, and little difficulties of that kind. On the whole it produces inconvenience, and we believe it is a better system to have no premiums; therefore we have discontinued premiums on coke, as many other railway companies have, because the engine-men thought more of saving their coke than of keeping their time. We have given that up, so that there may be no pecuniary interest in their saving coke.

102. Did not some danger arise from this cause, that they economised fuel in going up a hill, and made it up by increased pace down the inclines?—I do not know exactly, but it is a very nice point for a man to keep the fire up to the proper average height.

103. Mr. *Horsfall.*] You wish the Committee to understand, from your evidence, that one great cause of delay is the high rates of speed which the Post-office authorities have fixed on certain portions of the line, and that another great cause of delay is the great unnecessary detention at Tamworth?—I do not say "unnecessary," but the great detention. I believe that any attempt to bring trains from Aberdeen, on the one hand, and from Dublin, crossing the Channel, on the other, and from London and Bristol, and from all points of England, with innumerable cross communications, to meet at one point, can only have the effect of making uncertainty a certainty, if I might so say.

104. Mr. *Divett.*] Looking at the whole scheme by which trains are brought from all parts of the country to one point, do you think that they can be brought there at the speed which you speak of, 40 miles an hour?—Forty miles an hour, I believe, will hold good generally; but, of course, the more junctions you have, the more you multiply contingencies, such as the breaking-down of an engine, or the breaking-down of a mail cart.

105. But, excluding the contingencies, you think it might be done?—I think it might be done.

106. *Chairman.*] Have you ever received from the Postmaster-General any complaints of irregularity on the part of your company?—We have had a great deal of correspondence with Mr. Stowe, and afterwards with Mr. Wedderburn. When any delay occurs, we give the best explanation we can for the information of the Postmaster-general. I do not know that they have made a complaint of delay, except the circular letter that was issued in January last by Mr. Rowland Hill, which was a very strong accusation of neglect on the part of the railway companies, which of course we felt as regards our company; the fact being that we think the fault did not rest with us; the fact being, also, that in the very letter that was sent to us, which was published in all the newspapers, blaming us as the cause of the irregularity, there was contained a return showing that so far from losing time with the down night mail, we had actually saved 17¼ minutes every day on the average in the very month selected for condemnation.

107. Except that general accusation on the part of Mr. Rowland Hill, have you received any complaint or remonstrance on the part of the Post-office?—I think not; I have no recollection of any.

108. You are not under the impression that your company is charged by the Post-office with any fault as being the cause of any irregularity that has taken place?—No; the object of the correspondence has been to point out the great inconvenience that has arisen from junctions being lost.

109. Mr. *Egerton.*] On each occasion of the mail being late, do you make a return, or do the Post-office send to inquire?—They send to inquire the reason, and we write back and state the reason.

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110. You always know the time of every train every day?—Yes; our own returns from the guards come in every day.

111. And those are kept?—Yes, they are kept.

112. Mr. *Fortescue.*] You said that you made an improvement in February last in punctuality, and that the delay was diminished considerably between the months of January and February; do you attribute that improvement in any degree to the circular of the Postmaster-general with respect to the working of the mail trains?—I find that the return shows the improvement to have been in March, not in February.

113. That was within a few weeks after the issue of the circular?—It was.

114. Do not you attribute that improvement to the greater attention paid by the various companies to the working of the mail trains, in consequence of that circular of the Postmaster-general?—No, I do not. In the first place, the weather has a great deal to do with it, and of course we had more daylight. I also attribute it, on our line, to our having got over much of the great difficulty that occurred in December and January, when we were overborne by the weather; and I should attribute it further to the refusal of the North Western Company to wait a very long time at the junction.

115. You said that you attributed a great deal of the improvement to the new rule that has been adopted at Tamworth?—Yes; I understand the change to be that the North Western Railway Company refused to wait as long as they had been in the habit of waiting at Tamworth.

116. Are you aware that the old rule was, that the mail never waited at Tamworth for another train except where that other train was either within sight or within hearing, and that the only change that was made in that respect was a change which made that rule more definite?—I cannot say what the rule was, but I know from travelling myself, that I have been detained there, and that has been the explanation given; we were detained one night nearly an hour and a half; and the men said, "This is always the case." They said, "Oh, we shall have to wait an hour as usual;" and we did wait an hour and a half.

117. You said that you thought the speed required upon your line before June last was greater than ought to be required; was not it the case that there was a passenger train running at that time on your line at the same rate of speed?—No; there was an express train running at the same rate of speed, if you take merely the time between the termini; but the mail train had an extra stop at Ferry Hill, which increased the running rate; and, in addition, the express train ran in the day time, and the mail ran at night.

118. Did not your company agree to that extra stoppage without asking for any additional time?—Certainly; we did not wish to put any difficulty in the way of the service, and we tried to do it, but it could not be done.

119. I will not go into your scheme of three centres, which you propose for the collection of letters at Peterborough, and Newark, and Knottingley, but is it not clear that that would make a very great alteration in the present system?—It would.

120. And it would not include the letters from the south and south-west of England?—It would not.

121. And as to the Irish letters, you are not certain?—I could not give an opinion on that.

122. Mr. *Liddell.*] On referring to former statistics on your line, have you observed whether the last month of March was peculiarly favourable to railway travelling, as compared with the month of March in former years?—I have not referred to the actual returns, but I know that the last month of March was an extraordinarily fine month for running.

123. You stated that there was a great diminution of delay in the month of March last; was it a peculiarly favourable month for railway travelling?—It was.

124. Has your company received any proposal from the Postmaster-general for adopting and substituting a system of reciprocal fines in cases of delay and other irregularity?—The circular letter to which I alluded stated that the Postmaster-general was willing to subject the Post-office service to penalties, if the railway companies would subject their service to penalties.

125. Did the company approve of that system?—The proposal was not made to us; it was stated in the letter that a proposal had been made; but it has never been made to us.

126. Is it your opinion that that system would be productive of any particular advantage to the public?—I have a strong opinion that, in a system that is subject to so many contingencies as the mail system of this country, it would be undesirable to have anything like an infliction of penalties. In the first place, I should say it is unnecessary; it is novel. I do not think it will do any good. I think myself the tendency of it would be to produce danger; and I think what is far more important, it would produce a feeling of ill-will, to a certain degree, between the large companies and a department of the Government. I think that each would be looking out to see if they could find fault with the other; and instead of trying to help each other as much as we can (as we do now), I think there would be a tendency to take advantage of a mishap on either side, and to record it; and, in short, to blame each other, instead of carrying on the public service harmoniously.

127. Do you think that it might tend to lead to recklessness on the part of drivers?—I take for granted, first of all, that the Post-office is not to be the judge of the fines; that would be manifestly and grossly unjust. The Postmaster-general in fixing the time of the mail trains has unlimited power; he has also unlimited power as to taking plenty of time to do the mail service; therefore he has always the power of taking such time for his own work as will save him from penalties, and he has the power of making us run at such a speed as necessarily exposes us to penalties every day. If you had those penalties of such importance that they must be attended to, they must begin with the railway company, with the directors, and so descend through the various gradations, and ultimately reach the man in whose hand the running is. Now, before a penalty is inflicted, there ought to be an investigation into the cause by some disinterested person, to see whether the delay has arisen from wilful misconduct on the part of the railway, or whether it is accidental. In fact, the majority of delays arise from a combination of causes; a man may be careless, and not run his engine as he ought, and not take proper care of his fire; but at the same time there may be some wind, or the Post-office may be a little too late: you get a combination of circumstances, and no man is able to unravel precisely where the blame lies. We do fine the men, but we use our best discretion not to overdo it; if you overdo it, the effect will be that the men will start and go off at such a pace that mischief will be likely to occur. Therefore, with respect to the suggestion of reciprocal fines, I should say, if it is to lead to a system of penalties, which is to end in punishing the men, the result of it would be to put a greater pressure upon them, and I believe that pressure would be of dangerous tendency, and I should be very sorry to see it introduced; or it would come to this in the end, that the company would pay the fines themselves, and it would just then be an annual payment of so much money by the railway companies to the Government.

128. Mr. *Fortescue.*] When you say that 40 miles an hour is the highest speed at which a mail train ought to travel, do you in that include or exclude the ordinary stoppages?—I exclude stoppages altogether from that; to that you must add whatever is wanted for stoppages.

129. How frequently do you calculate those stoppages?—The Post-office arranges the number of stoppages.

130. Do you mean stoppages, say, at every 20 miles or at every 40 miles?—That is entirely arranged by the Post-office; I can make no calculation for that; but from London to Newcastle I have taken 14 stoppages, which I think would be about right, five minutes each, and in addition to that, four of those would be stoppages requiring 10 minutes.

131. Mr. *Herbert.*] You do not mean that five minutes would be consumed by the actual stopping, but by the necessary retarding of the train for stopping and starting again?—Yes; in that five minutes I include the retardation, the actual stoppage in the station, and the time lost before you get into high speed again. I know that at some stations that will not be enough, and that at other stations, where we have merely to stop and take the bags, it will be a trifle more than is wanted; but on the average I think it will be a fair amount, except in large towns, where I propose an additional five minutes.

132. For ordinary stoppages how much time do you calculate actually at the station?—It varies from half-a-minute at a small station; as for instance, take our own line at Northallerton, we stop in the middle of the night for post-office purposes; the bag is handed in, and it will not take a minute.

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133. Mr. *Fortescue.*] What you mean is this, that supposing there are 200 miles of railway, that distance, at 40 miles an hour, would make five hours, and five minutes must be added to those five hours for every stoppage?—Yes; and in some cases 10 minutes.

John Hodgson Hinde, Esq., called in; and Examined.

J. H. Hinde, Esq.

134. *Chairman.*] I BELIEVE you reside in the neighbourhood of Newcastle?—I reside in the county of Northumberland. I am a great deal in the town of Newcastle.

135. In several former Parliaments I had the pleasure of seeing you as representing the town of Newcastle?—Yes.

136. You can speak to the postal arrangements of that district?—I can state that very great inconvenience has arisen to the town of Newcastle; not so much from the late nominal arrival of the mail, as from the great irregularity of the actual arrival of the mail in Newcastle. I believe that if a system could be adopted as regards the town of Newcastle itself, which would secure the delivery of letters being completed by 10 o'clock in the day throughout the town, that, as regards the town of Newcastle itself, would be satisfactory.

137. What is the hour at which the Post-office profess to deliver the letters now?—I do not know what time they profess to deliver the letters. If the mail is punctual, I do not see any reason why they should not be delivered at 10 o'clock; and if that were done, as far as regards the town of Newcastle itself, I do not think I should make any complaint.

138. Are the Committee to understand that you came here to make a complaint of the irregularity as it affects Newcastle, or as it affects the districts round Newcastle?—I speak of the irregularity as a complaint affecting Newcastle; but the same thing applies also to the neighbouring large town of Sunderland. My own belief, and the strong belief of the district generally, is, that regularity cannot be insured by the present route of communication; but as regards the district round Newcastle, it would be important, certainly, if the mail could be accelerated. The district round Newcastle is a very peculiar one; the manufacturers there are not confined to the town, and are not principally situated in the town; but they are in villages and places in the district, which are accommodated by bye posts; therefore, the same time of arrival of the mail which might be sufficient for a merchant in his counting-house in Newcastle, is not equally convenient for a very large and a very important population connected with the town. I speak specially of collieries as well as manufactories. You must look at Newcastle as the centre of a district, and for the convenience of the district the postal communication requires to be accelerated if it is possible.

139. Then do I rightly understand you to say that there is a want of regularity in the distribution of the post after it reaches Newcastle, as well as in its arrival at Newcastle?—I do not mean to say that; but I mean to say that from the irregularity of the arrival of the post, no merchant in Newcastle knows whether he will receive his letters at 10 o'clock or at 12 o'clock.

140. I understood you to say also that there is greater inconvenience arising to those in the surrounding district than to those in the town?—Of course, because they naturally receive their letters somewhat later; they have to be sorted in the Newcastle post-office, and distributed. Therefore I say, as regards the town of Newcastle, acceleration is not the thing wanted, but punctuality; but as regards the surrounding district, acceleration would be a very material boon.

141. I believe that from Newcastle a memorial has been sent to the Postmaster-general, requesting that the mails might be accelerated?—Yes, that is the case.

142. Do you recollect at what time the post arrived in Newcastle at the time that memorial was sent up?—At the same time as at present. I think at seven o'clock in the morning it ought to have arrived. But what I wish to impress upon the Committee is this, that it is not an answer to the complaint of the people of Newcastle to say, that the time at which the mail ought to arrive is seven o'clock, because their complaint is not merely that it does not arrive punctually, but that it is physically impossible that by the present route it can arrive at the time with any degree of regularity, because between Derby and Newcastle the

the rate of speed appointed by the time bill is such that it can only be maintained under favourable circumstances, and that there is no room to play upon in case of any unfavourable weather, or any casual delay. Of course, they would make no complaint if there were not another route open which would give more room to play upon.

143. Has any answer been returned to the complaint which has been sent up?—I believe a gentleman connected with the Chamber of Commerce will be ready to give evidence as to the answers returned by the Post-office, and he will speak better to those facts than I could do.

144. Will you give the Committee a list of the towns from which you have heard of complaints being made of irregularity?—All the towns in that district. There are four large towns in the district; Newcastle itself, Sunderland, which is similarly situated, North Shields, and South Shields, which are rather worse off in case of irregularity, because the letters have to come first to Newcastle and then to be forwarded by the branch railway.

145. Mr. *Egerton.*] Are they not stopped at Sunderland on their way to Newcastle?—Yes; Sunderland is in the same situation as Newcastle.

146. Mr. *Blackett.*] Are you well acquainted with all the districts of the town?—Yes.

147. Are you not aware that there is additional inconvenience suffered by the district owing to the impossibility, in cases where the mail arrives late, of the letters for the west country being sent on till the two o'clock train?—That is the case if they are very late, because the mail for the west leaves at 10 o'clock, or a quarter past 10.

148. In which case the letters for that district cannot be despatched till two o'clock?—I believe so.

149. *Chairman.*] Are you aware whether any complaints have been made of irregularity in the delivery of the mails from the north as well as from the south?—No, I think not; the correspondence with the north is not of so much importance as the correspondence with the south. The London mail, as regards Newcastle, is all-important, including in the London mail the correspondence with the east coast of England; that coast which is connected with the coal trade. Whether they get their Irish letters at five, or six, or even 24 hours later, is of no importance in comparison with the punctual arrival of the London mail. I believe I may safely state, that to almost every individual in that town the London mail is an essential thing.

150. Mr. *Liddell.*] The inconvenience of the present system is of course increased as you get further north in the large district lying between the towns of Newcastle and Berwick?—Not merely between Newcastle and Berwick, but between Newcastle and Edinburgh. An early delivery is a still greater object the further north you get from Newcastle; and this answer applies to the whole county of Northumberland, respecting which I speek feelingly, as I am upwards of 20 miles north of Newcastle, and also the counties of Berwick, and Roxburgh, and East and Mid Lothian.

151. It is your opinion that any acceleration of the postal communication would be productive of even more benefit to that large district than to the town of Newcastle?—There is no doubt that the further north you go south of Edinburgh, the more the acceleration would benefit them.

152. Mr. *Divett.*] I understand you to say, that it is of such paramount importance to the district round Newcastle to have the letters from London delivered very punctually, that they are anxious to have that effected without reference to any consideration as to the letters from other parts of the kingdom?—Yes; especially without reference to the Irish letters, which have been much dwelt upon by the Post-office as a cause of delay at Tamworth. Even if the alteration were made which is suggested, that the mails should be carried by the Great Northern line instead of by Derby, there would only be a delay of not 24 hours, as has been suggested, but of five or six hours in the delivery of the Irish and West of England letters. In Newcastle, even with the present system of railway communication without putting on any additional train whatever, and without subjecting the Post-office to a shilling of additional expense, the Irish letters and other letters which come from Crewe to Tamworth, which are sent south about, by way of getting north, would, instead of that, be sent direct to Carlisle, where they would arrive at 7.17 in the morning there. According to the present Post-office arrangement they would have to wait till 10.10. But

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even then they would still arrive in Newcastle at 1.10; and there is no reason why they might not save an hour or an hour and a half, because the delay at Carlisle is quite unnecessary; they adopt the same line.

153. *Chairman.*] Is there a mail now between Carlisle and Newcastle?—Yes, it leaves Carlisle at 10.10, and arrives at Newcastle at 1.10.

154. Mr. *Divett.*] You are anxious for the London letters to arrive punctually, without regard to the correspondence from other parts of the kingdom?—Clearly that is the prime object. I will state another great object which would be obtained by the acceleration of the mail. At present the mail from London to Edinburgh *viâ* Carlisle arrives in Edinburgh between 10 and 11. The mail from London to Edinburgh by Newcastle does not arrive till 20 minutes after 12; the consequence is, that the two batches of letters cannot be delivered together, and in fact the delivery of a Newcastle letter in Edinburgh, which you post the night before, does not take place till four in the afternoon; that applies not merely to the Newcastle correspondence, but to the correspondence of the whole of the east coast of England with Edinburgh, and it applies not merely to Edinburgh but it applies to all letters to the north of Scotland going from that district, because the mail with the direct London letters has gone northward before the York and Newcastle mail arrives, and they have to wait for the despatch of the following mail.

155. Mr. *Liddell.*] Are you able to state of your own knowledge the inconvenience arising to the town of Newcastle from the irregular arrivals at different periods of the day, of letters from the north?—Not from the north.

156. Mr. *Blackett.*] I believe there is only one morning delivery of letters in Newcastle?—There is only one morning delivery, as regards the delivery of letters from the north; those which come in the previous night from Edinburgh, and the north of Scotland, are not delivered the first thing in the morning, but they are delivered at any rate not earlier than 10 o'clock in the morning; they are not delivered till the London letters are delivered, even though that delivery does not take place till 12 o'clock.

157. I believe that the same consequence takes place with regard to the local letters posted in Newcastle the night before; for instance, from one street to another in the town of Newcastle?—Yes; there is no delivery whatever till the London letters are delivered.

158. Then in the case of a merchant posting a letter in Newcastle on Monday evening, for example, making an appointment for the next day, that letter is involved in the delay of the London letters, and may not be delivered till 12 o'clock on Tuesday?—The thing is so, and it has often happened to myself. I have come into Newcastle from the country in the evening and posted a letter for a party, making an appointment for the next day at 12 o'clock, and at 12 o'clock he has not received the letter.

159. Mr. *Egerton.*] Does that arise from the scarcity of letter-carriers?—No, there is no delivery ordered till that time.

160. But I suppose that arises from an insufficient number of letter-carriers?—I will not say that it is an insufficient number, but it would require more letter-carriers if there is to be a delivery before 10 o'clock. On the other hand, if the mail arrived punctually in Newcastle, so that the letters could be, without fail, delivered at 10 in the morning, there would be no call on behalf of the inhabitants for two deliveries. They would be content that the over-night letters should be delivered punctually at 10 in the morning.

161. Mr. *Fortescue.*] You say, on the part of the inhabitants of Newcastle, that the actual delivery of the letters at 10 o'clock in the morning, would be satisfactory to Newcastle and its neighbourhood?—To Newcastle only.

162. At what hour in the morning do you say that the arrival of the London mail would be satisfactory to Newcastle and its neighbourhood?—I would wish to accelerate it as much as possible. After paying the greatest attention to the subject, I have arrived at the conclusion, and I have collected from the evidence of the last witness, that an hour and a half might be gained by adopting the Great Northern line of railway instead of the present line.

163. Mr. *Liddell.*] Of course the more additional advantages you can give to the surrounding district, the more complete will be the postal arrangements for that particular district?—No doubt.

164. Mr. *Blackett.*] When you speak of a 10-o'clock delivery, you mean a delivery over by 10 o'clock?—Yes.

165. Mr. *Phillips.*] Do you often hear of a railway train being delayed by the

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the Post-office; is the Post-office punctual in the delivery of letters to the train at Newcastle?—I cannot speak to that, but sometimes I have known time saved at Newcastle by the Post-office not taking the full time to which they were entitled.

166. Mr. *Liddell.*] Have you heard many complaints, from different branch railways in that district connected with the main trunk line, of great inconvenience arising to the trains, and occasional accidents, in consequence of the irregular arrival of the mail train, and their being obliged to defer their departure till the arrival of the mail train?—As regards Newcastle, I do not think, practically, that that takes place. On the short branch lines they go irrespectively of the mail, and the district being very populous, it is the public that suffers, and not the railway company, because the trains run once an hour, and the public have to wait, if they are too late for one train, till the next comes.

167. The departure of the Carlisle trains gives a very large margin for the arrival of the London trains?—Yes. As regards the Carlisle trains, they do not run every hour, and therefore the public suffer the more; but as regards the trains to North and South Shields, they run every hour.

168. Are you acquainted with the running upon the Stanhope and Tyne line?—No; the Stanhope and Tyne line I think does not take the mails.

169. Mr. *Fortescue.*] Is it not the case that any great acceleration of the London mail would be more important to the district north of Newcastle than to Newcastle itself?—I have already stated that the ground upon which the town of Newcastle seeks an acceleration is, rather that the time may be punctually kept, than with the view of accelerating the letters to the town itself materially over the nominal time; but they complain that the nominal time is not really kept, and that it cannot be kept.

170. So that the gain which you think would be attained by transferring the conveyance of the mail to the Great Northern line would be of some importance to the district between Newcastle and Edinburgh, but not of much importance to Newcastle itself?—I find it difficult to express in other words than I have done what I have to say upon that subject. What is wanted in Newcastle for the accommodation of the town itself is not so much acceleration as punctuality to the nominal time, which can only be obtained by sending the mails by the shortest route.

Christian Allhusen, Esq., called in; and Examined.

C. Allhusen, Esq.

171. *Chairman.*] ARE you a resident in Newcastle?—I am.

172. And commercially connected with the town?—I am.

173. Can you give the Committee any information respecting the postal arrangements of Newcastle?—We find that we have not the facilities which we consider ought to be afforded for carrying on our business.

174. You are connected with the Chamber of Commerce?—I am a member of the committee of the Chamber of Commerce of Newcastle, Shields, and Gateshead.

175. The subject has been brought under the notice of the Chamber of Commerce?—It has; and it was brought under the notice of Parliament lately by a petition, which I beg to hand in. Our main request is, that the mail may be despatched by the Great Northern line, believing that it is impossible to give proper accommodation to our locality till that be accomplished. We have corresponded with the Post-office prior to taking this step, but we got very little satisfaction.

176. At what time were those complaints made?—The Chamber of Commerce commenced the correspondence in October 1853.

177. Were those complaints made in consequence of any increased irregularity in the conveyance of the mails?—They were made in consequence of general irregularity and inefficient arrangements.

178. Has it come within your observation that the irregularity has increased or diminished within the last year or two?—The irregularity has diminished since this agitation has commenced; during the last month we have been better served, but we are not by any means satisfied.

179. But in the year 1853, as compared with the previous year, was the irregularity greater or less?—I think the irregularity was about the same.

180. Has it been a subject of constant complaint on the part of the commercial bodies of Newcastle?—It has. If I am permitted, I will read a

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letter which was addressed by the Chamber of Commerce to the Postmaster-general; it will explain how far the Post-office has met us. The letter was written on the 4th of October 1853: "My Lord, Many complaints having been made to this Chamber respecting the late arrival and consequent late delivery of letters, both here and elsewhere, I am instructed by the committee respectfully to request the favour of your Lordship being kind enough to let me know, for the information of the commercial classes of this large and populous district, first, at what time letters posted at Newcastle in time for the north mail, which leaves about five o'clock p. m., should be delivered at the following places, viz. Edinburgh, Glasgow, Aberdeen; second, at what time letters ought to reach Newcastle by the south mail in the morning, and how soon afterwards they ought to be delivered. I am instructed also to assure your Lordship that it is the great importance of this subject which has induced the committee to resort to this direct appeal for information in connection with it." It took the Post-office authorities 50 days to give an intelligible answer to this question.

181. Have you the answer here?—I have the subsequent correspondence here. I take the liberty of producing this correspondence in consequence of your intimation that you should wish to hear our complaints against the Post-office; I therefore hope it will not be considered invidious that I do so. The first reply was given on the 7th of October: "I am commanded by the Postmaster-general to acknowledge the receipt of the letter from the Newcastle-upon-Tyne Chamber of Commerce, signed by you, and to inform you that it will receive every attention." After that, finding that the letter did not receive any attention for three weeks, we wrote a second one, to this effect: "My Lord, I am instructed most respectfully to remind your Lordship that on the 4th ultimo a letter was addressed to your Lordship from this Chamber, representing to your Lordship that many complaints had been made to the Chamber respecting the late arrival, and consequent late delivery of letters, both here and elsewhere; and requesting the favour of being put in possession of certain information respecting the delivery of letters; and assuring your Lordship at the same time that it was the great importance of the subject which had induced the committee of the Chamber to resort to a direct appeal to your Lordship, in connexion with it; and I am instructed to express some little surprise that, beyond an official acknowledgment of its receipt, and a printed apprisal that it would receive every attention, no communication in reply should have been received from your Lordship in reference to the letter in question. I am also instructed to add, that other complaints have been made in connexion with postal matters to this Chamber; but the committee have thought that they would not be justified in troubling your Lordship with new matter until the original complaint shall have been attended to." To this letter a reply was given eight days after, to this effect: "With reference to your letter of 2d instant, I am commanded by the Postmaster-general to acquaint you that the memorial to which you allude is now in the hands of the surveyor of this department in Scotland for report, and that his Lordship's reply will be transmitted to you as soon as sufficient information has been received to enable him to come to a decision on the subject." On the 23d of November, after a delay of 21 days, the Post-office authorities in London appear to have known at what time letters ought to be despatched and received between Edinburgh and Newcastle. We then received the following letter: "Sir, Adverting to my letter of the 9th instant, I am now directed by the Postmaster-general to acquaint you for the information of the Newcastle Chamber of Commerce, that letters posted in Newcastle in time for the day mail down at 5.5 p. m., should be delivered in Edinburgh at 7 a. m.; at Glasgow, at 12.30 p. m.; and in Aberdeen, at 6 p. m., the following day. I beg to add, that the London night mail is due at Newcastle at 7.10 a. m., and that the delivery should commence about 8.15 a. m., unless the mail train is late in its arrival at that town." At this stage we considered that our correspondence gave very little hope of obtaining redress from the Post-office authorities; and we took the course of petitioning Parliament; and I think the petition resulted in the appointment of this Committee. I would observe, that any observations I have made on this matter refer to Sunderland and Shields as well as to Newcastle; in fact, to the two counties of Northumberland and Durham.

182. Have you any certain knowledge of your own that similar complaints have been made from Sunderland and Durham, and other towns of equal consequence?—

quence?—The Chamber of Commerce is composed of residents of Newcastle, Shields, and Gateshead; I do not recollect having heard of any specific complaints from Sunderland. On consideration, I think I shall be able to answer that question to the satisfaction of the Committee. The Chamber of Commerce, prior to taking this step, thought it would be desirable to ascertain the feelings of various noblemen, Members of Parliament, and others interested in the prosperity of the district, and 16 letters were received, which I hold in my hand, all bearing out the assertion which I have made.

183. Can you state the amount of inconvenience that has arisen in Newcastle from the present state of things; have you any examples to give of extremely late deliveries of letters, for instance?—I have not made it my business to ascertain the exact hour of the arrival of the mails, because I thought the railway company would afford the best explanation on this point; but I have written letters to various parts of the kingdom, particularly to the east coast and to Scotland, to show the extraordinary delay which now takes place in the communication. I am sure when I explain to the Committee the time necessary for sending letters and receiving a reply from the several places, it will hardly be credited. Positively between the ports of Norfolk and Suffolk and Newcastle there has been hardly any acceleration since the time of coaching. I may state that sometimes we receive an account of the loss of a ship before we know of her being laden, because a sailing vessel may bring us an account sooner than the mail. A sailing vessel may reach her destination in 20 hours, whilst the letters require 24 hours, and often longer.

184. Mr. *Liddell.*] Do you know of your own knowledge this fact, that you have sometimes heard of vessels being lost before you received information by post of their being engaged?—Yes. I had an instance of it myself some years ago; but that was before the Great Northern Railway was constructed; my neighbours and myself, however, never expected that after the formation of a direct line of communication the Post-office would persist in carrying the letters from east to west, and back again to the east coast.

185. *Chairman.*] Is that the case?—That is the case now.

186. Will you describe the route?—I may be at a loss to describe the exact route; but when I give the particulars, I think my observations will be borne out. It is difficult to get information upon this point, because the Post-office does not say much; but I have letters here to prove my assertions (*producing a letter*). A letter posted at Newcastle for Cambridge at five in the afternoon, on the 9th of February, was received at Cambridge at four o'clock on the afternoon of the 10th. The reply was posted at Cambridge at 8 p.m. on the 10th, and it was received at Newcastle at 30 minutes past 6 on the 11th. Considering that letters received at half-past six in the evening are too late for business, it follows that it takes three days to have a reply, four hours only being allowed at Cambridge; whilst trains between Cambridge and Newcastle, I think, run the distance in about five hours.

187. Are you aware of the means by which the mails are carried between Cambridge and Newcastle now?—Not exactly; but I am not sure that they do not go to London first. It is only by the post-marks on the letters which I produce, that I am able to draw a conclusion.

188. I presume there is a considerable correspondence between Newcastle and Yarmouth?—There is a considerable correspondence.

189. Will you state what time it requires to receive an answer at Newcastle to a letter posted at Newcastle for Yarmouth?—I have not a letter from Yarmouth, unfortunately, but I have one from Ipswich, which may answer the same purpose (*producing a letter*). A letter posted at Newcastle for Ipswich at 5 p.m. on the 30th of January, was received at Ipswich at 7½ a.m. on the 1st of February. The reply was posted at 10 p.m. on the 1st of February, and was received at Newcastle at 35 minutes past 6 on the 2d of February; making the course of post equal to four days, a day being allowed for reply. The Ipswich letters appear to go *viâ* London, where they are detained a day.

190. Do you know that as a fact?—They evidently go by London; I have no positive information; the post marks, however, I think justify the inference; I think I have been told that they regularly go *viâ* London.

191. By what mail do they arrive at Newcastle at six in the evening?—I think it must be the mail which leaves London early in the morning.

192. Is it not by the Great Northern express, which leaves at half-past nine?—I think

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—I think not. I do not know those details; but I know that we do not receive our letters properly, and that no system can be worse devised than the present, as almost every letter is twice as long on the road as any train. It also appears to me that much expense is incurred by sending letters many miles further than is necessary.

193. Have you any complaint to make with regard to the postal communication between Newcastle and any other great port?—Yes, between Newcastle and the ports of Scotland; Glasgow, for instance; a letter posted at four p. m. on the 1st of February arrived at 30 minutes past two on the following day at Glasgow. The reply was posted at Glasgow at six the same afternoon, and it was received at Newcastle at 40 minutes past six on the following day, which is equal to three days, with 3 ¼ hours for reply; while a second-class train requires seven hours, a Government train eight hours 25 minutes, and an express train five hours 10 minutes. We cannot conceive why the Post-office should take 21 hours, or thereabouts.

194. By the Post-office taking 21 hours, you mean that the time consumed is 21 hours?—Yes; owing to inefficient regulations, that time is consumed. A letter for Aberdeen was posted at Newcastle at four in the afternoon of the 7th of February, and reached Aberdeen at 7 p. m. on the 8th of February. The reply being posted at eight in the evening, was received at Newcastle at nine a. m. on the 10th of February, making the course of post equal to four days, unless merchants manage to reply to business letters, between seven and eight o'clock in the evening.

195. Mr. *Liddell.*] And that allowed only one hour for a reply?—Yes. Then, with regard to Manchester and Liverpool, the conveyance of the correspondence from Newcastle is of the most irregular description; sometimes letters arrive on the same day, and sometimes they do not reach their destination for two days. To myself personally great mischief has resulted. We do not exactly understand why it should be so, but that it is so I am able to prove by showing the post-marks upon two letters. This letter (*producing a letter*), posted at Gateshead on the 25th, arrived at Manchester on the same day. Here is a letter (*producing another letter*), posted on the 24th of September, which arrived on the 26th; whatever refers to Manchester, of course, refers to Liverpool and the whole of that district.

196. Can you state whether there have been many instances of the same irregularity?—Yes, they are of daily occurrence.

197. Have you heard complaints made from time to time of the same irregularity in the communication with the manufacturing districts?—I think I could have produced 10 letters of a similar nature. I have gone on business to Liverpool, and not being able to prepare all the documents I required for the business that I had to transact, I requested that they might follow me by the mail. I arrived at Liverpool in the evening, and the letter got there the following evening.

198. This information which you have now given to the Committee has been sought for and obtained by you with the express view of establishing your case against the Post-office?—With the express view of showing that we do not come here to complain without good and sufficient cause.

199. Have you any other instances of irregularity to complain of?—I think I have stated all the cases for which I have prepared myself with regard to irregularities and unnecessary delays.

200. Mr. *Horsfall.*] You spoke of irregularities between Manchester and Liverpool and Newcastle; have you any case with regard to irregularities between Newcastle and Liverpool?—No. Knowing that the letters to Liverpool pass by way of Manchester, I conceived it sufficient to show the delay which takes place with respect to Manchester. When I have been in Liverpool, parties in Liverpool have asked me how it was that the letters were received in such an irregular manner. Sometimes when orders have been transmitted from Newcastle for the purchase of merchandise, the reply has been looked for at a certain time, but not having come, as it was conceived, in course of post, the Liverpool merchant has transmitted the original letter as proof that the time had not been lost in Liverpool. I am therefore satisfied that the case which I have mentioned with regard to Manchester, applies to Liverpool. Conceiving that the statements which I have made prove that a remedy ought to be applied, I would suggest a general revision of the present postal arrangements. Inasmuch as it is impossible to bring about

about an efficient system for the accommodation of the north-east coast so long as the mail from London is despatched by the London and North Western Railway, it follows that a satisfactory arrangement cannot be accomplished until the mails from London shall be despatched by the Great Northern Railway. The evening mail from London might take up at various points the letters despatched from the east coast ports between Hull and London, by so arranging the receipt of them at Peterborough and York, or any other convenient points, as to admit of their being forwarded by the north mail. I cannot too strongly impress upon the Committee the extraordinary importance it would be to Newcastle to have a good communication with Norfolk and Suffolk, and all the points between London and Hull, because the traffic carried on with that locality is very important. Its importance is in a measure owing to the great number of ships owned by parties at Newcastle and in the neighbourhood. When I state that last year 19,700 vessels left the Tyne with cargoes, that must show that there is a very large trade; but when I add that the sailings from the Tyne, from the Wear, and from the Tees, surpassed the sailings and all the departures from London, Liverpool, and Glasgow, it must show that in justice we are entitled to the enjoyment of every possible facility. As ships and cargoes require insurance, it is of the greatest importance that we should have the earliest possible communication.

201. In addition to that, I understood you to state that many of those ships are in the habit of putting into those ports, and that you derive information as to their state from time to time from those ports?—Yes, that is so. I may add that, for want of insurance companies in Newcastle, risks of importance have generally to be insured in London, and inasmuch as a loss may be known at Lloyd's much sooner than at Newcastle, it follows that our merchants will be exposed to serious risks till their letters shall be transmitted by the nearest route. The same arrangement which I have described with regard to sending letters to the north would benefit London, because all the letters might go by the up-mail, and be received in London in the morning. Now, I think, some do not arrive till the middle of the day.

202. Can you state that with certainty?—I have no positive proof of it; I merely fancy that it is so. The improvement which I would suggest would be, that inasmuch as all the large towns in the kingdom are now within 12 hours' distance from each other, the Post-office authorities should lay down the principle that they will so regulate the transmission and receipt of letters, that every large town which receives letters in the morning should have the power of dispatching them in the evening, which would reduce the course of post to two days in almost every case. I cannot see that there is any difficulty or impracticability in doing this, particularly if the smaller towns are thrown overboard in the arrangement; that is to say, if they would take the best arrangement which such a change of circumstances would admit of. I cannot see that in such a case the smaller towns would be worse accommodated than at present.

203. You have stated that you believe that letters from Ipswich to Newcastle now go through London by the present arrangement; do you know that as a fact?—I have not the slightest doubt, from the postmark; and I believe the letters from Aberdeen go to Tamworth, on their way to Newcastle; I do not precisely know where I got the information, but I believe it is so.

204. Have you any other suggestions to make?—I have been told that the cost of making the change would be the sole obstacle on the part of the Post-office; in fact, a deputation waited upon the Treasury when that observation was made, I therefore made it my business to procure a document, which shows what extra charge the Post-office would be subjected to if the mail were sent by the Great Northern line; and, to my surprise, the increased expenditure will only amount to about 7,000 *l.* a year. Now, as a merchant, I should consider it a very good speculation, if, at an increased expenditure of 7,000 *l.* a year, letters could be despatched between the east coast and the north-east coast in half the time which is now required, because I am quite sure that considerably more business would result from those increased facilities being given, so that the extra cost would soon be counterbalanced, and ultimately surpassed by the receipts of the establishment. I ought to state, that the communication between Northumberland and Durham, and Ireland, is comparatively of less importance than between those counties, and the ports between Hull and London; at any rate, any change which a general revision might produce could not well increase the time now

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required for letters from Ireland, because they arrive at present about 24 hours behind any traveller; I have experienced it myself. I announced my return from Dublin, and I arrived just 24 hours before the letter. I left Dublin at seven in the evening, and arrived at half-past three in the afternoon; and my letter was received the following day, *i. e.*, the second day after my departure.

205. You put in a letter at Dublin upon the evening of one day, and it arrived at Newcastle the day but one after?—Yes. It is impossible to trace the route exactly, because there are sometimes four or five postmarks upon the letters.

206. At what hour was it delivered at Newcastle?—I cannot now state precisely whether it was at four in the afternoon or at nine in the morning; but I had two cases of a letter on each occasion arriving later than myself.

207. Mr. *Phillips.*] At what time was it posted in Dublin?—In time to leave Kingstown by the steamer at seven in the evening.

208. It was not after the English mail for the day had left?—No.

209. At what time does the English mail leave Dublin?—It may be four or five o'clock; but I know that I posted my letter in time for the mail.

210. *Chairman.*] Do you recollect the time at which you posted it?—I could not precisely say; I think it was about four in the afternoon. I managed to get off to Kingstown in time to leave by the boat; and to my surprise I found on my arrival at Newcastle that my letter required an additional day.

211. Can you state with certainty whether the delay was in consequence of the box in Dublin being closed a certain time before the packet sailed, or whether it was a delay which occurred between Dublin and Newcastle?—I can state with certainty that my letter was posted in time at Dublin to go by that day's mail. I posted it three hours before the departure of the steamer, but as those letters bear four or five postmarks, that they lie somewhere; perhaps in two or three places. If the Post-office authorities were to make any difficulty with regard to Irish letters, they might go by Carlisle. I see no reason why the Newcastle and Carlisle Railway Company should not dispatch a mail to Newcastle a few hours earlier, and so make the Irish letters arrive at about the same time the London letters are being delivered.

212. Mr. *Liddell.*] In consequence of representations made from the merchants and others in Newcastle, have not some changes been effected by the Post-office in the way of acceleration?—There was an acceleration some time ago of about two hours in the arrival, but no change has been made in the east coast communication, which is not satisfactory.

213. Since that acceleration has been made, has not nearly the same amount of irregularity existed in the delivery of letters at Newcastle?—With the exception of the last month, in which there has been an improvement. Whether that was owing to the fine weather, or whether the Post-office authorities have been more attentive to their duties I do not know, but I think the letters have arrived more regularly in the month of March than at any previous period.

214. But with the exception of the last month of March, very little improvement has been experienced?—Precisely so.

215. Previously to June 1853. Was not there an acceleration made in the preceding year, when Lord Hardwicke was at the Post-office; did not you attend a deputation to him?—I was not one of that deputation, and I do not remember what occurred.

216. You say that it is especially in the shipping trade in connexion with the eastern coast that the inconvenience of the irregularity in the postal communication is felt?—We complain of the slowness of the communication.

217. Have you not heard very great complaints made on the part of the coal-owners and others, in consequence of the local irregularities existing consequent upon the late arrival of the south mail?—Yes; it is a matter of extreme importance that the mail should arrive at Newcastle as early as possible, in order to facilitate the communication with many of the small places in the neighbourhood. The banks of the Tyne are lined with manufactories, and it is a matter of great importance to these manufactories that they should have their letters in proper time, to admit of their answering them on the same day.

218. Can you state, of your own knowledge, whether latterly, within the last 18 months or two years, a change has taken place in the local deliveries of the Post-office at Newcastle?—I think the local delivery has been expedited; most of the inhabitants received their letters at about half-past nine o'clock in the morning.

219. Has

219. Has not it been made to depend entirely upon the arrival of the principal mail?—Undoubtedly so.

220. Can you state whether gentlemen resident all over the country north of Newcastle, as well as in the neighbourhood of Newcastle, whether engaged in trade or otherwise, have all agreed that great inconvenience is felt in their respective districts, in consequence of the irregularity of the mails?—Yes. I have 16 letters, from Lord Grey, the Bishop of Durham, and almost everybody of note in the neighbourhood. They only differ as to the cause; some think it is owing to the neglect of the railway company; and others attribute the delay to the Post-office authorities. The merchants, I may say, consider it lies with the Post-office authorities.

221. Are you in a condition to state your own belief; do you believe that it is in consequence of the Post-office arrangements?—I think the blame rests solely with the Post-office authorities. My opinion is, that every man of business in the kingdom will admit, that while trains run from London to Edinburgh in about 12 hours, that letters posted at various intermediate points, and having to travel a shorter distance, should not be kept on the road for 24 hours and upwards, and he would therefore naturally come to the conclusion that there must be a want of proper arrangement.

222. Mr. *Fortescue.*] Do you agree with the last witness, that if the present nominal hours of arrival and delivery in Newcastle were punctually adhered to, there would be no complaint at Newcastle?—I should say there would be no complaint in Newcastle if the letters were delivered before nine in the morning; but any later hour would more or less inconvenience the merchants.

223. Mr. *Liddell.*] Do you mean by that, that if the delivery were completed all over the town by nine o'clock in the morning, no complaint would be made on the part of the inhabitants of Newcastle?—I should say that if the delivery commenced at seven in the morning, and was completed at nine, it would give satisfaction; this arrangement I consider would enable the merchants to send for their letters at half-past eight.

224. The last witness said 10 o'clock, but you think the delivery ought to be completed at 9 o'clock?—Mr. Hinde is not a merchant in Newcastle, time may therefore not be so valuable to him as it is to myself and others; we attach great importance to getting our letters early, so that we may set fairly to work about 10 o'clock in the morning.

225. *Chairman.*] What is the latest hour at which you have known letters delivered?—It is difficult to recollect; occasionally three o'clock in the afternoon.

226. Does it often happen that they are delivered much after 12 o'clock?—Not very often, but they were much later formerly than they have been lately; 11 o'clock was not by any means uncommon; that is, by sending for the letters to the post-office, they could be obtained at that hour.

227. Mr. *Fortescue.*] Of course the change made on the 1st of July has been of advantage to the town?—It has, undoubtedly.

228. It was a gain of two hours?—Yes, I think so.

229. Mr. *Blackett.*] Has there been a practical gain of two hours?—Not perhaps of two hours, but a very considerable gain; in fact, it was meeting us half way; but I know no reason why further improvements should not take place.

230. When you say that you wish to have an earlier arrival of letters from the south, of course you mean all the letters; not the letters from London merely, but the letters from Bristol and Birmingham?—We do not attach so much importance to the letters from Bristol and Birmingham, because we have little trade with those towns, but we attach great importance to London, and places on the east coast; *i.e.* to all places between Hull and London.

231. Putting out of the question those letters, do not you suppose that the letters which reach Newcastle by the morning mail from places other than the metropolis, are as numerous as the metropolitan letters?—No, I should say not, our main correspondence is with London, the east coast of Scotland, and the Continent.

232. At all events, they are very numerous?—They are not very numerous from Birmingham or Bristol.

233. Do not they include the whole of the south-west of England and Ireland, and the manufacturing districts of Liverpool and Manchester. Do not they all arrive together by the same mail?—The correspondence with Liverpool, Man-

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chester and the manufacturing districts generally is very important; the letters mainly arrived by the same mail.

234. A necessary condition of any improved scheme would be, that the whole of that mail should arrive at an early hour at Newcastle?—No doubt of it; and I do not see how it is practicable to give us the facilities we are justly entitled to, by confining the transmission of letters to one route, because how the letters from Cambridge and Lynn are to get to Newcastle in proper time, by going to Tamworth, I cannot understand; so long therefore as that system is persevered in, so long shall we labour under considerable delay and injustice.

235. Mr. *Liddell.*] Are you able to state as a fact that the importance of the London correspondence and the east coast correspondence to the town of Newcastle is double that of all the rest of the correspondeuce?—I should say it forms at least seven-eighths of the whole, as the London mail naturally brings us all foreign letters.

Jovis, 4° die Maii, 1854.

MEMBERS PRESENT.

Mr. Wilson Patten.	Mr. Egerton.
Mr. Philipps.	Mr. Henry Herbert.
Mr. H. G. Liddell.	Mr. Fortescue.
Mr. Hamilton.	Mr. Cowan.
Mr. Blackett.	Mr. Milner.
Mr. Horsfall.	Mr. Divett.

JOHN WILSON PATTEN, Esq., IN THE CHAIR.

The Right Honourable Sir *George Grey*, a Member of The House; Examined.

Right Hon. Sir *G. Grey*, M. P.

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236. *Chairman.*] YOU reside in the Northern Division of Northumberland, do you not?—Yes.

237. You have some statements to make to this Committee, have you not, with regard to the postal arrangements of the district in which you reside?—Yes. As I understood this Committee was appointed chiefly on the ground of the complaints that were made of the defects in the postal arrangements in the north of England, and as there was no Member on the Committee connected with the northern division of Northumberland, I thought it my best course to tender myself as a witness, to state what, in my own experience, and from communications with many parties residing there, I know to be the inconveniences of the existing postal arrangements. The district about which I wish particularly to speak is the district extending from Acklington, taking the last post town to the south of Alnwick, to Berwick, a distance of 38 miles. It lies upon the direct line of the Newcastle and Berwick Railway, and to the east of it, between the railway and the sea. If the Committee have a map, with the old mail-coach road marked upon it, as well as the line of railway, they will see that the railway traverses that district of country to the east of the old mail-coach road, in some parts considerably to the east of it, between it and the sea. The general ground of complaint which is made by the inhabitants is, that they do not derive from the fact of the railway traversing that district the advantages to which they think they are fairly entitled as to the receipt and dispatch of letters. The grounds of complaint may be divided into two heads. The first relates to the route by which the mail from London is conveyed, being a circuitous route, which necessarily delays the arrival of the mails in that district of country. The other ground of complaint is as to the situation of the chief local post-offices, and the mode of distributing the letters. When I speak of the chief local post-offices, I speak of them as distinct from sub-offices, which are very numerous in the district, and as to which the Post-office has always been very

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very liberal in acceding to applications for their establishment. The present arrangements are these: in that district, from Acklington to Berwick, a distance of 38 miles, there are only the chief post-offices of Alnwick and Belford, both of them being on the old mail-coach road, being in fact post-offices which existed before a railway was thought of, and which were, when the only mode of passing through the country was the old mail-coach road, no doubt the most convenient places for the post-offices for the surrounding district.

238. What is the distance between Alnwick and Belford?—I think it is 15 miles from Belford to Berwick, and 14 to Alnwick. Alnwick, Belford and Berwick are the centres from which the letters are made to radiate, being conveyed into the surrounding districts to distances of from four to six or eight miles, chiefly by foot messengers. The Committee will observe by the map that Alnwick is not upon the main line, but three miles distant from it; and there is a branch line from a place called the Bilton Junction, by which trains run from the main line to Alnwick. I do not know whether the village of Ellingham is marked upon the railway map; it is about eight or nine miles from Alnwick. The Committee will see that Ellingham is very near the actual line of the railway, about ten miles to the north of the junction. Now, all letters intended for Ellingham, and for the country between that and Alnwick, and to the east of the railway are, on arriving at the Bilton Junction, instead of being sent on by the railway into that district, transferred from the main line and sent on the branch to Alnwick, which is a very convenient post town for the country west of it, but very inconvenient for the country east of it. Then, after a considerable delay in sorting the letters, which is unavoidable, they are sent on by foot messengers, of which there are nine or ten, into the surrounding country, the effect being that we receive our letters, at a distance of seven or eight miles from Alnwick, at about one o'clock in the day, and have no means of answering letters by return of post, the messenger arriving with the letters according to Post-office time at one (and during the last winter he was frequently an hour late), and departing again with the return letters about half-past four, giving two hours and a half or three hours in the middle of the day, which is a most inconvenient time to receive and answer one's letters. Then, when I speak of answering the letters, they are not answered and sent by the return mail that arrives in London in the morning, but only by the night mail which arrives in London towards the middle of the day, the letters being delivered in the afternoon. The same is the case with the letters circulated from Belford, and with those that are circulated from Berwick. Persons living in the immediate vicinity of those post towns can send a messenger of their own with a letter which they may wish to dispatch in answer to those that they may receive.

239. Are the Committee to understand that the letters which are brought to the Bilton Junction, and which are intended for the country east of the line, go to Alnwick, and are returned across the railway to those places in the delivery east of that line by foot messengers?—Yes, travelling nominally at the rate of three miles an hour, but hardly going so fast.

240. Mr. *Egerton.*] Do those foot messengers always come the direct route, or do they make a circuit so, which delays the arrival of the letters?—Not always the direct route. The messenger that passes my house does not come the direct route to me, as he has to deliver letters at two or three intermediate places. I do not think that it is a mile longer than the direct road.

241. Have you heard of many instances of messengers making circuits so as to delay their coming to the place with the letters at which place they are ultimately delivered?—I think not now; the messengers have been increased in number; at one time they certainly did so; I do not mean that the messengers did that contrary to their directions. They have been increased in number; and their routes are tolerably direct. There are some branch messengers that meet the one that leaves the chief post town at a distance of two or three miles, and they go off in different directions.

242. There were complaints formerly, were there not?—Yes, and the messengers have been increased. With reference to all those minor details, leaving the general arrangements untouched, the Post-office authorities have always been ready to give attention to any representation that has been made, and they have been willing to give every facility that they could consistently with the general arrangements, which we think an obstacle to the convenience which the public ought to have in that country, from the circumstance of the rail-

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way traversing it in the manner that it does. I may give one instance from Alnwick, Belford, and Berwick, showing the inconvenience of the present arrangement. In the Alnwick district I may take my own case, which is not an extreme case, because there is a village two miles beyond me to which the letters go; but I give it, because I can speak with certainty as to the time that the letters are received and dispatched, and the inconvenience resulting from it. I live almost close upon the line of railway, within three-quarters of a mile of a public station to the south, and within about two miles and a half of a public station to the north, at which (Chathill) the mail trains invariably stop for their own purposes and the convenience of passengers. It takes me nine hours by day, and nine and a half by a quick train at night, to go from London to my own house; and letters are 16 hours going the same distance, and the same in returning.

243. *Chairman.*] Owing to the present arrangements?—Yes. The mail passes within sight of my house, if it keeps its time, about five minutes before nine every morning, going to the north, and at four o'clock, on its return, going to the south. I do not receive my letters, according to the Post-office time, till one o'clock, and at the village beyond me, to which the same messenger proceeds, they are not received till near two, and we have no advantage whatever from the return mail at four, though there is an interval of seven hours between the down mail and the up, and I have only about three hours to answer letters, which when answered are sent on to London by the night mail, which passes about half-past nine at night, and they are not delivered in London until about two o'clock in the day. The consequence is that I repeatedly now find on my return from the House of Commons at night, the letters which have been delivered at my house by the afternoon delivery after I have come down to the House on business, and which of course I cannot answer till the following day. And with reference to all letters that are intended to pass through London to places to which there is a day post, such as Brighton, Southampton, and Dover, we are deprived altogether of that day's post, letters remaining in London till the night, and not arriving at their destination till a day later than they would arrive by the ordinary mail. As to the northern post, the inconvenience is still greater; the mail from Edinburgh arriving at Alnwick at about half-past four, the letters remain there the whole of the night, and are not delivered in the country till about one the following day; and the letters sent back by messenger to Alnwick for any place north of Alnwick, remain at Alnwick the whole night, and are not sent on till the next day, although there are two mails both ways daily traversing that district.

244. A letter from Edinburgh to your place of residence could not be answered under three days?—A letter written in Edinburgh on Monday night, after the departure of what is called the day mail in London, which leaves Edinburgh at about six o'clock p.m., if put into the post on Monday night or early on Tuesday morning, would not be delivered at my house, about 80 miles distant, till Wednesday in the middle of the day. If I then happen to be at home to answer it by the return messenger to Alnwick, it would remain in Alnwick all Wednesday night, and would not be received in Edinburgh until the afternoon of Thursday. This affects merely the country districts, for the arrangements as to the towns are as perfect as they can be, assuming that the mail is to come by the present route. With regard to Belford, I may state that there is a place called North Sunderland on the coast; it is a place eight miles distant from Belford, within the Belford delivery, and great dissatisfaction has existed there as to their postal arrangements, and about three months ago, in January, a memorial was sent to me from the inhabitants, stating in considerable detail what they considered their grievances, and praying for a remedy, which, in their opinion would have been the establishment of a post-office at Chathill station, at which, as I before said, the mail trains stop, both going north and south.

245. Is North Sunderland a town of very great population?—No part of this district is very thickly populated, but North Sunderland is a place with a growing population, and a good deal of trade.

246. Is it a port?—It is a small port. There is a considerable herring fishery from it, a good deal of lime is burnt there, and there is a considerable coasting trade. The memorial I have not got, but the Committee may obtain it from the Post-office. I have the answer to it, and it was transmitted, I see, by me to the Post-office on the 26th of January. The clergyman of the parish transmitted

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transmitted it to me, and I have obtained from him a short statement of its substance. It stated that the letters were carried past the Chathill station three miles distant to Belford, whence they had to come back eight miles, reaching North Sunderland at 1.30; that the return post left at 5.30 the next morning, and that then the letters lay at Belford till the arrival of the mail from the north at 3.42 p.m.; that by having an office at Chathill the letters for that part might be delivered at 10.30 a.m., allowing time to answer them by the 3.42 p.m. up-mail of the same day. He informs me that there is a communication by omnibus or car for passengers between North Sunderland and Chathill. Their letters are carried to Belford, and returned to them in the way that I have stated. In consequence of this memorial the Post-office have improved their local communication, by putting it on the same footing as that which I have described from Alnwick; namely, by sending, I believe, a mounted messenger in that case to North Sunderland with the letters from Belford, and returning the same day; so that they obtain the benefit which they had not before of the night-mail to London; but the answer to the application with regard to the establishment of a post-office at Chathill was by a letter received from the Assistant Secretary of the Post-office, dated the 21st of February, which says, "I am directed to acquaint you that full inquiry has been made upon the subject, and the Postmaster-general regrets that the circumstances will not admit of Chathill being made a post town, as the mail bag for that place would have to be made up in the travelling post-office, which is now too much pressed for time to allow of additional work being imposed on it."

247. Mr. *Egerton.*] What was the interval that elapsed between sending up the memorial and the receipt of the answer?—This answer is dated the 21st of February, and it acknowledges the receipt of my letter transmitting the memorial of the 26th of January, but in the meantime inquiry had taken place. That memorial stated a grievance as to a money-office, which was remedied, and an improvement was made in the communication from Belford, but I hear they are still dissatisfied at their letters passing them daily at nine in the morning and then not getting them till the middle of the day, and not having any opportunity of answering the letters by the afternoon mail, there being seven hours' interval between the two mails. With regard to Berwick, the instance that I would give is the post-office at Haggerston and Lowick; Haggerston is close to the Beal station of the railway; it is seven miles from Berwick, and immediately on the line of railway. Lowick is four miles from the Beal Station to the westward, and eight miles from Berwick. I mention these cases as instances, because they come within my own knowledge. Lady Stanley resides at Haggerston, and I am told that the number of letters passing through the Haggerston local post-office, irrespective of those that are distributed from Lowick local post-office, and those for Holy Island, also within the Berwick delivery, amount to from 15,000 to 17,000 a year. The letters, although the mail train arrives at a quarter before 10 in the morning at Berwick, are not delivered at Haggerston, nominally till half-past 12, and frequently not till an hour later. There, again, there is no possibility of persons residing in that district availing themselves of the direct return mail to London, unless, which is frequently done from a house like Haggerston, but which other people cannot do, a messenger is sent expressly on horseback to Berwick with the letters, a distance of seven miles.

248. Mr. *Philipps.*] How long do you say they were coming over the seven miles?—I do not know how long, but by the time-table the mail arrives at Berwick at a quarter before 10; some time must be taken for sorting all those letters; the mail is not always very punctual, but the time by which I understand from Lady Stanley the post-office requires the letters to be delivered at Haggerston is half-past 12, and it is frequently an hour later. At Lowick, which is four miles to the westward, that is, four miles from Beal station and eight from Berwick, I believe there is the same inconvenience; they receive their letters also much later than they would do if the post-office were at Beal.

249. *Chairman.*] With regard to the 15,000 to 17,000 letters per annum, was that number delivered at Haggerston?—There is a sub-post-office. I will read this statement from the letter I hold in my hand: "I have ascertained from the post-office at Haggerston, that the average number of letters for this neighbourhood alone, independent of Berwick and Holy Island, is from 15,000 to 17,000 a-year." There is no post-office at Beal; it is a station on the railway.

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I mention Beal station as one which the mail train passes within a mile from the house at Haggerston, not very far from Holy Island, and within four miles of Lowick.

250. Mr. *Egerton.*] Does it stop at Beal?—No. I have now stated the general nature of the postal arrangements, and the inconvenience of which that district complains.

251. Mr. *Herbert.*] With regard to those foot messengers that you have mentioned, did the same system prevail before the existence of the railway?—Precisely the same system; that is, the letters were sent from those respective chief post-offices by them into the country; but, as I said before, they have been much multiplied recently, and I think every convenience, if the system of foot messengers is kept up, and if these are the only chief post-offices to be retained, has been given by multiplying the foot messengers.

252. *Chairman.*] Will you be kind enough, taking the districts of Alnwick, Belford, and Beal, to suggest what you think would be a remedy for the defects in the postal arrangements there?—The first remedy relates to the first ground of complaint. If there is an insuperable difficulty in altering the local arrangements (and I cannot conceive that there is), the whole of that district would benefit greatly if the mails were conveyed by the quickest and most direct route from London to Newcastle. The Committee are aware that there is a train that leaves London, travelling by the Great Northern route, at nine at night, at the same hour as the mail train by the North Western and Midland Counties route, and that train arrives at Berwick two hours and a half earlier than the mail train. Of course, if that train could be converted into a mail train, and the same speed retained, five hours would be gained for receiving and answering letters throughout that district; two hours and a half would be gained both upon the down mail and upon the up mail. I assume, however, that if that train was used for the conveyance of letters, it would be subject to some delays to which it is not now subject; but I think it is a very safe and reasonable estimate to say that we should gain three hours, that is, it would still arrive an hour and a half sooner than the present mail train at Berwick, and it might return an hour and a half later; consequently there would be added to the three hours which we now have between the receipt and dispatch of letters three hours more, which of course would be a very great convenience. We should, instead of receiving letters at one, receive them at half-past 11, and instead of being dispatched at half-past four—I take the Post-office time now—they would not be dispatched till six. The further you get from London, within certain limits, the greater that convenience would be. It is a matter of comparatively little importance whether the mail arrives at a place at five in the morning or seven, but it is of very great consequence whether it arrives at nine or eleven. I may say that there is a universal desire throughout that country, whatever may be done with the local arrangements, that the letters should be brought by the most rapid conveyance, the same by which, I believe, every passenger going to that district now travels. No passenger intending to go north of Newcastle thinks of travelling by a circuitous route, and we do not see why the letters should not travel also by the quickest and most direct route. That feeling exists strongly throughout this district, and also on Tweedside, by persons residing near the railway towards Kelso. I cannot speak, I think, too strongly of the dissatisfaction which exists at the Midland route being retained as the route by which letters are conveyed.

253. With regard to the station at which you suggest the mail should be delivered, Bilton is the station where you propose that the mail should stop for the delivery of letters within the district to which you have alluded?—Not exactly. I do not know that I can state the precise points at which, for the convenience of the district, it would be desirable that the mail should stop. As to local arrangements, I think it is unreasonable that Alnwick should be the only post town for the district of country which I have spoken of as being now within the Alnwick delivery; for I am quite sure if Alnwick had not been the post town when the mail-coach road was the only means of passing through the country, the Post-office authorities could never have thought of making it the post town for that district. With a line of railway to the east of it, it could not have entered into their consideration to take the letters off the main line, to send them on a branch line in that direction, and then back again by foot messengers. I believe the reason why Alnwick is the post town, is simply because it was so when the mail-coach

coach passed through it. I presume that considerations of expense have prevented the establishment of any other post-office; but with regard to that district, I think it would be the best arrangement that the letters should not be removed from the main line at Bilton, but be carried along the line, and that one, two, or three post-offices should be established on the direct line of railway. It would render some inquiry necessary, in order to ascertain what points would be the most convenient, and from those post-offices on the line the letters should be distributed either by foot or mounted messengers.

254. At those different stations do you propose that a separate bag should be made up?—Yes, and that they should be chief post-offices.

255. Will there not be this difficulty, that if you make up a bag for the stations which are at short distances you will not be able to get the correspondence of the neighbourhood included in it?—If, for instance, there was a post-office at Chathill, which is the station which has been asked for as a post-office by the inhabitants of North Sunderland, they would I think have every convenience that they now possess, and also very greatly increased convenience from the post-office being three miles from the town instead of eight.

256. If there are two stations on the railway, within a very few miles of each other, there would evidently not be time to make up a bag in two miles; the speed of the train is so great that you could not make it up?—Perhaps you are speaking of the bag being made up in the travelling post-office?

257. Yes.—There is none on this line; that is another complaint which they make. On the ground of expense, I believe there is no travelling post-office. In the answer given by the Post-office to the North Sunderland memorial it is stated, though I do not understand the force of the objection, "that the travelling post-office is too much pressed for time to allow of additional work being imposed upon it." It would be a great convenience to have a travelling post-office upon that line. Our post-offices are rather further off from each other than in most parts of the country. I think that the distances are greater between them, and I do not see any difficulty in making up the local correspondence.

258. According to the present arrangement, there being no travelling post-office, the bags for those stations would have to be made up at Newcastle, would they not?—That is one way. But I will state what now occurs to me as to that: the night train leaves London by the Great Northern at nine o'clock, and arrives at Newcastle, I believe, about five in the morning; and there is a slow train, a train which stops at all stations, that leaves Newcastle for Berwick about six, and I should think it would not be very difficult to make arrangements between the Post-office and the railway companies, by which, if the letters for all this district were stopped at Newcastle, they might there be sorted and sent on by those stopping trains, and a similar train might precede the mail going south; but I cannot speak with any confidence as to those arrangements. It would require a knowledge of facts, of which I am not in possession, to state precisely what the nature of those arrangements would be.

259. You stated, did you not, that the travelling post-office does not go further north than Newcastle?—No, it does not.

260. Has any memorial been presented to the Post-office, praying that it may go further towards the north?—Not that I am aware of. I have communicated with some of the directors, or with the secretary of the railway, and they have told me that increased facilities would be given by a travelling post-office north of Newcastle. This was not very recently. I believe none goes north of Newcastle now; at least it did not go some time ago.

261. (To Captain *O'Brien*.) Have any memorials been presented to the Post-office, praying that a travelling post-office might proceed further north than Newcastle?—I am not conversant with any; none have gone through the railway company; I am not aware what they have requested; I believe it has been generally confined to the acceleration of the mail.

262. Mr. *Liddell*.] (To Sir *G. Grey*.) Did you say that there was once a travelling post-office on the line?—Not one north of Newcastle; I believe not.

263. *Chairman*.] Have you heard from any one what is the amount of correspondence that goes by that mail north of Newcastle?—There are two mails daily both ways, but I do not know what the amount of correspondence is.

264. Neither of them has a travelling post-office?—I cannot speak positively as to that fact, but Captain O'Brien can; I believe that neither of them has.

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265. (To Captain *O'Brien.*) Is that so?—The night mail has a travelling post-office down to Newcastle, but not north of Newcastle.

266. Neither mail has a travelling post-office beyond Newcastle?—No.

267. Mr. *Liddell.*] (To Sir *G. Grey.*) Are you aware of any memorial having been presented on behalf of those districts to the Post-office, particularly on the subject of the first complaint, that of the circuitous route now adopted, and containing a proposition to adopt the Great Northern line instead?—No, I am not aware of any memorial. The Honourable Member knows the district well enough to be aware that the population is very much scattered, and it is not a very common thing to be able to get people together for a memorial; frequent representations have been made on the subject.

268. What has been the nature of the answers generally given by the Post-office?—I do not know that they ever received distinct answers upon the subject. From Newcastle there have been memorials. The effect of those representations was, not that the route by which the mail travelled was changed, but that the rate of travelling by the other route was accelerated by the period of two hours. But throughout the last winter I do not think that the mail kept its time once a week; the letters were constantly nearly an hour late.

269. Is it not the fact that the Post-office have shown a disinclination to adopt the Great Northern line?—I understand that they have refused to adopt the Great Northern line, but I never could ascertain the precise reason. It has been stated that they could not come to terms with the Great Northern; but I thought, what appeared to be a more probable reason, was, that there was an existing contract with the other line, and it was a consideration of expense which deterred them. As to that, I wish to say (and it is perhaps for the Committee to consider that question), that my opinion is that it is quite right that the Post-office should be made a source of revenue, so far as that can be done consistently with giving every fair and reasonable accommodation to the public in the transmission of letters; but if we are debarred from making use of any means of sending letters, or of receiving them, except through the Post-office, I think that the first consideration of the Post-office ought to be to give the public every fair and reasonable accommodation with regard to the receipt and dispatch of letters.

270. *Chairman.*] Do you know the number of letters that are delivered at Alnwick?—No, but they must be very numerous; there is a large extent of country to the westward of it, for which, no doubt, Alnwick is the most convenient post-office. The Committee will not understand me as recommending that Alnwick should be discontinued as a post-office; that is essential for the country to the west; but to the east of the railway, and along the line of the railway, extending eight miles to the north, Alnwick is a most inconvenient post-office.

271. With regard to the other district that you have mentioned, Haggerston, have you any suggestion to make to the Committee?—I have been frequently requested to endeavour to induce the post-office authorities to make Beal a post town.

272. Beal being on the railway?—It is a station on it.

273. Is it a town of any magnitude?—No, Beal is no town at all; it is a township; but the only ground for making it a post-office is that it is on the line of railway, and a station of the railway; there is Holy Island to the east of it, and Lowick to the west, and a very considerable tract of country in its immediate neighbourhood. I have already stated the number of letters passing through the Haggerston post-office, within a mile of it, yearly.

274. Mr. *Egerton.*] What is the population of Holy Island?—I do not know, but a considerable population, chiefly fishermen.

275. Mr. *Fortescue.*] You stated, did you not, that the district north of Newcastle is not a district containing a large population or a large correspondence?—The district that I spoke of is not; there is a portion of the country north of Newcastle, which is thickly peopled, and there are collieries there. With us it is chiefly an agricultural population, with the inhabitants of the fishing towns and villages on the coast, where there is a considerable corn trade and a considerable trade in lime and other articles.

276. There is no doubt, I presume, that the district which is really interested in any great acceleration of the London mail, is the district that you represent, namely, the north-eastern district, north of Newcastle, between Newcastle and Acklington?—We are very much interested in it.

277. Supposing

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277. Supposing the mail were to arrive at six, or a quarter past six in the morning at Newcastle, Newcastle would not want anything more, would it?—I would rather not speak as to the wants of Newcastle, residing, as I do, 40 miles north of it.

278. The district really interested in any acceleration of the mail from the south beyond that, is the district which you represent?—We are very much interested in it; the further we are from London the more important it is to us to gain three or four hours in a day.

279. But that, compared with other districts, is not a district containing a very large population?—Not a very large population, but there must be a very extensive correspondence.

280. If such a change were attended with great expense, it would be a matter for serious consideration with the Post-office?—No doubt, but it is a question upon which different opinions may exist, as to how far the Post-office ought to allow considerations of expense to interfere with their giving to an extensive district that postal accommodation which the inhabitants may reasonably expect. If the change which I have suggested were made we should get this great advantage, the benefit of the return mail to London, which we have not now: we cannot avail ourselves of the mail which leaves my part of the country at four in the afternoon, and arrives in London at five in the morning; our letters would be forwarded by the day mail, and the letters would be delivered in London at nine instead of two; that would be a very great accommodation to us, which we have not now.

281. Supposing that the mail from the south did not bring, as it does now, the whole of the letters from the south, but only those from London and those that would fall into the Great Northern line, and suppose that the train on the Great Northern, arriving at Milford an hour or an hour and a half sooner, missed the Midland train, and therefore missed the letters which fall in now at Tamworth from the south and north-west of England, from Birmingham, Liverpool, and Ireland, and left that portion of the correspondence behind, would you consider that that would very much diminish the advantage to be gained by the proposed change?—No doubt it would, if the Honourable Member means not that that train occasionally missed the trains that brought those letters from those parts of the country, but that they never arrived by it. In that case, it would be a very great inconvenience; but I should think it impossible that arrangements could not be made by which a great portion of those letters might be brought in time to the point of junction to be carried by that train. Now, as to the east of England, our letters never do come by that train. I have had occasion in the last two years to correspond with Cambridge, and although Cambridge is a few miles off the line of the Great Northern Railway, it is two days post from the north, both going and coming. The whole of the letters from the east would fall into the Great Northern line, and I should have thought that arrangements might be made by which the Irish and other letters might be brought to some point of junction or various ones, to be conveyed by a mail travelling more rapidly than the present one. These are details on which I cannot speak with certainty; but I think that the Post-office might make arrangements so as to remove any inconvenience.

282. To bring that great mass of correspondence to meet the Great Northern train an hour or an hour and a half earlier, would of course make a very great change in many postal arrangements, extending over a great part of England?—Yes, a very great change.

283. Mr. *Egerton.*] You consider your direct London correspondence as much more important than any other?—Yes; but there is a great deal of correspondence with other parts of the country and with Scotland.

284. Mr. *Liddell.*] Are you able to state that very great complaints of the inconvenience suffered are made along the important district of Tweedside, which is very populous?—I can state from my own knowledge, from intercourse with persons residing in that district, that very great dissatisfaction is felt, not as to their local arrangements, but with regard to the route still adhered to by the Post-office for the conveyance of the mail from London.

285. Have you heard that, on the branch line particularly which comes down from Kelso, inconvenience has been felt in the departure of the trains from Berwick, in consequence of the late arrival of the mail?—I do not know the particulars of the complaint, but I have heard very strong opinions expressed, and

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dissatisfaction at the delay occasioned by the mail going by the Midland route rather than by the most direct.

286. Mr. *Divett.*] You have spoken of one place where there were collieries; how far north do you allude to?—What I said was in answer to an Honourable Member, who asked me as to the population north of Newcastle. I stated that the district of which I spoke was a thinly peopled district, but that north of Newcastle there are very extensive collieries; there are also, near Berwick, collieries at Scremerston, and in other parts in the north of Northumberland collieries where a great deal of business is done.

287. Recently opened collieries?—Not very recently.

288. You spoke, did you not, of a point not very much north of Alnwick?—No; there are collieries a little to the south and south-east of Alnwick.

289. And between there are none nearer than the neighbourhood of Berwick?—There are no extensive collieries, but a great many coalpits that supply the labourers residing in that district with coal; it is chiefly an agricultural district.

290. Mr. *H. Herbert.*] That comprises also a district that would be interested in the proposed acceleration, the county of Haddington and Berwick?—No doubt.

291. That I believe is one of the best cultivated and most civilized districts in the United Kingdom?—Very much so indeed; and they are, no doubt, very much interested in it. I have not said anything about it, for I have not been in communication with any persons in that district.

292. *Chairman.*] Are you aware whether the mails to Edinburgh, and Scotland generally, are carried by the east or the west coast?—The mails from London to Edinburgh, I believe, are carried by the west coast, by the Caledonian line.

293. But all the western correspondence would go by the west line from Ireland, would it not?—Yes, to Edinburgh; I should think so.

294. Mr. *Egerton.*] The principle which you have mentioned was distinctly recognised, was it not, at the time that the penny-post was introduced, namely, that expense was not to prevent accommodation?—I do not know; but while thinking that the penny postage has been an immense boon to the community, I should be sorry to think that it could only be maintained at the sacrifice of that convenience which the inhabitants of the country generally have a right to expect from the creation of railways in the receipt and delivery of letters. With regard to the revenue, I think that the inconveniences of the arrangements of which I have spoken lead people to send their letters in indirect ways, and that the correspondence would be increased with increased facilities of receiving and sending letters. Of course, I cannot state what the expense of those arrangements which I have suggested would be; it may be such as not to warrant the Post-office in adopting them; we have not had any distinct statement to that effect; but we do not know enough of the reasons which influence the Post-office in the decisions that they come to. I do not complain of any want of courtesy on the part of the Postmaster-general, to whom I have made representations, but the result has not been satisfactory. The ordinary course that the Post-office adopts is, if a memorial is sent praying for any change, to desire the district surveyor, if there is a *primâ facie* case, to make a report upon it. Now, our district surveyor resides in Cumberland, at Penrith, he is ordered over, and he can have I think very little local knowledge. The ordinary answer is, that full inquiry has been made, but the Post-office does not feel justified in acceding to the request. As to the minor arrangements, there has been every disposition to give every facility which can be given consistently with maintaining, as we think it, the radical vice of the system.

295. Mr. *Philipps.*] Is the gentleman to whom you have referred district surveyor to a large district?—Yes. I think that in order to give satisfaction to the inhabitants of any district that makes complaints, the person who has to report upon them should have a very minute local knowledge, and I do not think now, looking at the extent of the district, that the district surveyor has that local knowledge.

296. *Chairman.*] Are you aware of the extent of the district?—No; the district surveyor resides at Penrith, and, therefore, has little local knowledge of our part of the country; what the extent of the district is, I do not know.

297. Mr. *H. Herbert.*] Have you ever received any reply from the Post-office stating that the expense of the suggested alterations would be too great?—As

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—As to the establishment of a local post-office, I believe the Post-office authorities are always determined by the number of letters received in the district, and that if the letters do not amount to a certain number, they refuse on the ground that it would not pay; but, generally speaking, I think that there is no ground of complaint with regard to the establishment of local sub-post-offices, or as to messengers. With reference to what I said just now, I may venture to make one suggestion, that the House of Commons should overcome its jealousy as to the influence of the Crown, and that instead of the Postmaster-general and his Secretary being excluded from the House of Commons, one of those officers should be expected to be in The House. I believe if that was the case, and all complaints were answered, not by any member of the Government, but by the representative of the department in The House, that improvements would go on more rapidly, and the public would receive more satisfaction.

298. Mr. *Egerton.*] Answers are always given by the Secretary of the Treasury, are they not?—Yes, who can only give an answer with which he is furnished by the Post-office authorities. I think there is an indisposition in any department to make extensive changes in a system that has been going on for years, and the Post-office authorities being withdrawn altogether from personal intercourse with the House of Commons, are not susceptible to those influences which bear with a very salutary effect upon the head of every other department of the Government.

299. Mr. *Fortescue.*] You stated, did you not, that you reckon on a gain of an hour and a half each way by the Great Northern line?—Yes.

300. Would you say, supposing the Post-office by other arrangements could secure that gain of three hours for your district without transferring the mails from the North Western to the Great Northern, that the result would be equally desirable?—No, not if we felt still that we might gain an hour and a half each way. If it could be shown that the mail could be made to travel as quickly by the present route as by the Great Northern, we do not desire that it should come by the Great Northern; we have no interest in the Great Northern line. All we want is, that the line universally adopted by passengers should be adopted for letters; passengers come by that line because it is the most rapid and convenient; and I would say as to that, that the attempt to quicken the mail by the other line, certainly, throughout last winter, failed. Nominally the mail was accelerated by two hours—that was, I think, when Lord Hardwicke was at the Post-office; of course, accurate information may be got upon that point, but I think during the time that I was resident in the country, in the last autumn and winter, the letters did not arrive punctually one day in a week, and frequently they were an hour after their time, which arose, as I understand, from the difficulty which the railway companies found in carrying the letters by the mail trains at the speed which they have contracted to do at the desire of the Post-office.

301. You have only asked, so to speak, for a gain of three hours. I ask you whether, supposing the Post-office were to give you that gain by the present route, if that route is on other grounds more desirable, and if it enables the whole of the southern correspondence to go on as it does now, by one train, instead of dividing it, which the use of the Great Northern would probably compel, would not that equally meet your views?—We should be very thankful to gain three hours to answer letters by the present route; but still, if another route existed, by which three hours more might be gained, we should be dissatisfied if we did not get that. I think I did not ask three hours. I stated that there is now a difference of five hours between the two routes, and I said that if the train which now proceeds by the most direct route was made a mail train, I thought it probable that it would be subject to delays to which it is not now subject. I took off an hour each way for those delays, and I said I thought I could reckon with certainty upon three hours' gain.

302. Mr. *Divett.*] In the evidence from Newcastle, so much importance was attached to the London correspondence, that there seemed a disposition to throw aside all other considerations. Do you think that all the other correspondence should be considered?—I think that the London correspondence is much the more important; but a great trade has sprung up since the creation of railways between the fishing villages on the coast and the great towns in Lancashire and

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the West Riding of Yorkshire. In summer, during the herring fishery, an enormous quantity of fish is sent away to those districts, and I think that that must occasion considerable correspondence.

303. You are not disposed to throw aside the consideration of the correspondence from the west, for the sake of accelerating exclusively the correspondence on the London side?—No, I think not. I have always thought that it would be very easy to bring in the letters from the districts on the Lancashire and Yorkshire line to some point of junction in time to be forwarded by a mail that travelled quicker than the present one.

304. Must not that correspondence be brought in from many points of junction?—Yes; but two years ago the mail instead of arriving in my part of the country at nine in the morning did not arrive till 11, and instead of going back at four, it went back at two; and in consequence of representations made to the Post-office, the trains were compelled to travel more quickly. The objection now stated, was an objection then, but it was overcome.

305. Mr. *Blackett.*] I believe that the Great Northern would give special accommodation not only to the London correspondence, but to all the correspondence from the east coast?—I stated just now that that would be an additional convenience.

306. It would include that correspondence, would it not?—Yes.

307. Do you remember a deputation to the Post-office, when Lord Hardwicke was Postmaster-general, in 1852?—I remember such a deputation, I was not able to form a part of it; but I stated my concurrence in the general object, and my willingness to forward it; and I believe it was in consequence of that deputation, and the representations made by it, that the day mail by the present route was accelerated.

308. Were you aware that some of the gentlemen who formed part of the deputation to Lord Hardwicke, told him at that time that it was perfectly impossible that that acceleration could be practically carried out on the North Midland line?—I am not aware that they so stated it; but throughout the last autumn and winter the mail was most irregular. I have been recently for a fortnight in the country, and during that time the mail was very regular. What that arose from I do not know, but the irregularity appears to have been rectified. On the subject of the regularity or the irregularity of the mails accurate information may be obtained by the Committee.

309. Mr. *Fortescue.*] Are you aware that the authorities at the Post-office last January called upon the railways to manage their mail trains better?—I saw it in the newspapers.

310. Do you attribute the improvement that has taken place in any measure to that step?—I have no means of judging of that, but the trains are more regular in the short nights than in the long ones; though I must say that the quick train that goes by the Great Northern travels very well in the middle of winter, and I think that that line is subject to less delays than the other.

311. The improvement which you have spoken of has taken place since January, has it not?—I have been a fortnight in the country very recently, and I then received my letters with much greater regularity than in the autumn and winter of last year.

312. Mr. *Milner.*] Has it not been within the last three weeks that greater regularity has taken place?—It is within the last three weeks that I have been there, but I cannot tell when the improvement began.

313. Mr. *Philipps.*] Have you heard complaints made that the district surveyor is rather a difficult person to find by letter, and almost impossible to see, from the great extent of his district?—I have not heard any complaints of that kind, but it must be very difficult for a person residing where he does to see gentlemen residing so far away. We have no complaints to make of the surveyor, and all I wished to state was, that I think that accurate local knowledge is almost essential to enable a man to form a correct opinion upon a local complaint made as to postal arrangements.

Captain *William O'Brien*, called in; and further Examined.

Capt. *W. O'Brien.*

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314. Mr. *Philipps.*] HAVE your financial arrangements with the Post-office been the subject of any disputes as to the conveyance of mails?—The price which they were paid for conveying mails was settled many years ago, before I was connected with the company. I do not know the circumstances under which they were settled, but taking the average of the trains, the payment that we receive is about 10 *d.* for every mail train.

315. *Chairman.*] Including all your trains?—On the average, all mail trains.

316. How many were there?—The same as there are now, two up and two down.

317. Could you state the highest sum paid per mile?—The highest sum was 1*s.* 3*d.*; it varied in various ways; on the one part of the line I think it varied from 7*d.* to 1*s.* 3*d.*, and on another part of the line it was so much per day for the whole service; but, taking the average of the miles run, the payments amounted to an average sum of 10*d.* a mile.

318. Has there been any dispute which has been the subject of an award?—Not properly speaking a dispute. I found the directors very much discontented with the amount of the award, but they thought it, under all the circumstances, not necessary, or not, perhaps, consistent with their duty, the thing having been settled, to re-open it unnecessarily. When the changes were made by the Post-office under the late warrants, the whole system was entirely changed, and they took advantage of that opportunity to request that the matter should be gone into again and the price fixed, and it was settled without dispute, by arbitration. That arbitration was carried on by a gentleman on our part, and by another on the part of the Post-office; the Marquis of Blandford was chosen umpire, and he has now given his decision to the effect that for the day mail we shall receive 1*s.* a mile, and for the other three mails 3*s.* a mile, the average amount being 2*s.* 6*d.* a mile all round, as compared with 10*d.*

319. Is that award submitted to by the Post-office, or do they intend to oppose it?—I am not aware; it is not yet in a legal shape, but a letter of Lord Blandford has been sent to us.

The Right Hon. *Duncan M'Laren*, Lord Provost of Edinburgh, called in; and Examined.

Lord Provost of Edinburgh.

320. *Chairman.*] YOU are at present Lord Provost of Edinburgh, are you not?—Yes.

321. Holding that office, and being resident in Edinburgh, are you cognizant of the fact that complaints have been made from time to time of the Post-office arrangements with regard to Edinburgh, and Scotland generally?—Yes, I have taken an interest in public matters in Edinburgh for many years; I have only been Lord Provost for the last two years and a half, but I have known the public feeling of the people in Edinburgh for many years back, and I know that the acceleration of the mail is a question that all the public bodies in Edinburgh have taken a great interest in for many years. They are very much dissatisfied with the present state of matters, and very anxious for a remedy.

322. Does the dissatisfaction arise solely from the want of acceleration of the mails, or from the general management of the Post-office at Edinburgh?—I think that they are more anxious for punctuality than for very great speed; but both subjects are complained of; that the speed is not so great as it might easily be, and that even the speed that is professedly got is not kept.

323. For the last few years, has the delivery of letters at Edinburgh been characterized by much irregularity?—Yes, it has.

324. Have any measures, to your knowledge, been taken at Edinburgh to remedy the grievances complained of?—Yes; numerous memorials have been sent from the Town Council, the Chamber of Commerce, the Merchants' Company, and all the public bodies in Edinburgh, representing the grievances, and praying for a remedy, and parties have waited upon the Post-office authorities, too, occasionally.

325. Have those complaints been with regard to the delivery of letters from the south exclusively, or from any other district?—Chiefly from the south.

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326. At the same time have any complaints been made specially relating to the delivery of letters from the eastern districts of England?—Yes, very numerous complaints about the east,—that it has always been worse managed than the western districts, and without any apparent reason.

327. Can you suggest, yourself, any reason why such has been the case?—The delays are much greater. The east coast line comes by Rugby, Derby, and York, to Edinburgh, is 29 miles longer than the route by the Great Northern to York and Edinburgh; and that, of course, is one reason for the delay, because 29 miles would occupy nearly an hour in travelling. There is an hour thus lost. Then, as to one of the trains, there is half an hour's stoppage at Newcastle, without any apparent cause. There was a time when there was no railway bridge there, and an omnibus carried the letters across the river; half an hour was required for that, and that half-hour is still kept up, no man can tell why. Then, at Berwick there is a stoppage of 20 minutes by two trains, and 25 minutes by one, in order that the letters may be sorted which come from Kelso, and so be distributed. The train is stopped until that process is performed, because the travelling post-office does not go north from Newcastle. It would be scarcely credited, but it is a fact, that the mail trains, in leaving Edinburgh, as soon as they have travelled 58 miles, to Berwick, stop 20 minutes to sort the letters for Berwick and the neighbourhood. It is worse, in fact, than the old mail coaches, for no coach would have stopped so soon; and the only reason is, that the Post-office will not pay for Post-office clerks to go with the vehicle on the railway, and sort the letters on the way.

328. But there is no travelling post-office in which they could go, is there?—The travelling post-office comes down to Newcastle with clerks in it, and there the expenditure for clerks is stopped; but the vehicle goes down to Edinburgh, I believe. My impression is, that the post-office van does go down to Edinburgh, or at least to Berwick.

329. Are you quite confident upon that point?—No; I should not like to be so, if any gentleman says it is not; but I have a strong impression that the post-office vehicle goes down. A travelling post-office means a vehicle with clerks in it. I admit that there is no travelling office; but if I am asked whether the carriage which should contain the clerks goes, I think that the vehicle does go, but that can be easily ascertained.

330. Have all these matters been taken up by the town council of Edinburgh, or any public body?—Yes.

331. Have they taken any steps to obtain a remedy?—Yes; they have memorialized the Post-office and the Treasury.

332. What has been the nature of the answers received?—The usual answer, that it will get the most favourable consideration of the Post-office; the usual official answer.

333. At what period were those memorials last sent in?—I am not prepared to give the time; I should say within 12 months. I have called twice at the General Post-office to see Mr. Rowland Hill upon the subject, and represented the state of the matter to him in backing up the memorials, and on one of the occasions I left the memorial with him.

334. Has any final answer been received from the Post-office, stating whether any remedy can or cannot be adopted?—None, but a general assurance that the Post-office authorities would do everything in their power to remove the evil, and the great desire that they had to bring the mail by the Derby line, so as to convey all the letters from the south-western portion of England; and to get all between Rugby and York, carried on to Edinburgh by the same mail. That appears to me to be an arrangement that is physically impossible. You cannot possibly bring a train by a route which is 29 miles longer than another, as quickly; it does not signify how great the desire is, and how many the efforts they make, because they cannot overcome that physical obstacle.

335. The answer from the Post-office is to the effect that they are obliged to bring the mails by the Derby line, in order to insure the correspondence from the west of England coming by the same train as the mail from London?—Yes, between York and Edinburgh. I mean, suppose a mail train leaves London at a given hour by the Great Northern line, and another by Derby at the same hour, the first gets to York an hour sooner by the Great Northern than the one conveyed the other way. The Government could very easily send on two mails from York, but they wish to save any expense they can. Their efforts have always

always been to accelerate the mail by that diagonal route, instead of putting one on by the straight way, which would accomplish their object at once.

336. Have any complaints been made to the Post-office of the unnecessary detention of the letters coming from the east coast to Edinburgh especially?—Yes, very great complaints are made on that subject.

337. What detention do the letters from the east coast suffer as compared with the general correspondence from other parts of the country?—The mail by the London and North Western and Caledonian line leaves at 8.55 p.m. from Euston-square, and gets to Edinburgh at 10.43 in the morning. It is this night mail from London the inhabitants of Edinburgh chiefly care about; that train gets to Edinburgh, or ought to get to Edinburgh, at 10.43; the delivery takes place as soon as the letters can be sorted, probably about 12 o'clock; but the train by the Derby route leaves London 20 minutes later, I see,—by referring to Bradshaw, at a quarter past nine,—and it gets to Edinburgh at 10 minutes past 12 next day. Now the London letters are delivered in Edinburgh at 12 o'clock, and the letters by the east coast are detained for about two hours longer, in order to suit the next delivery from other lines, so that we do not get the letters by the east coast delivered till two o'clock.

338. At the same time, the letters by the east coast, I presume, come by the train that leaves London at 9.15?—Yes, and they get to Edinburgh at 12.10. I should state, that parties complain of this, because it is so manifestly unnecessary, and we suggest that both trains should leave at the same time, and both trains should take about the same time to get to Edinburgh. The east coast line we know can bring the letters more quickly than the west coast, because the gradients are better, and the disstance is very nearly the same; it is five miles shorter by the east coast line, and there might be a convenience in the east coast train arriving a short time, say 25 minutes, sooner than the other train, that the letters might be sorted and ready for delivery before its arrival, so that the whole strength of the letter-carriers would be put upon the London mails as soon as they came in, and the delivery of both would commence at the same time. Many parties in Edinburgh think that if the mails were to start in this way, they might very easily be brought in at nine in the morning, in 12 hours; but we do not care so much for 12 hours; but whether 12, or 12½, or 13 hours, whatever hour the Post-office and the railway say is right and can be kept, let it be kept; and let both mails come in as nearly as possible at the same time, and both be delivered at the same time; and all the letters that have been picked up on the east coast route should immediately go on by the Edinburgh and Glasgow Railway to the Scottish Central at Stirling, and there meet the west coast letters which are going on to the north from the Caledonian line; and one train would go forward in that way to the north of Scotland and take the letters both of the east and west coast at the same time, in place of keeping all the east coast correspondence for the north of Scotland in the Post-office till the succeeding mail train goes on, as at present.

339. What is the exact delay that occurs in consequence of the letters from the east coast going through Edinburgh to the north of Scotland?—I am not prepared to speak to the exact hour; but it is quite plain that if there be only two trains a day to the north of Scotland by Stirling and Perth, and the east coast letters come into Edinburgh two hours after one train is gone, they must wait till the next. I wish them both to come in as nearly as possible at the same hour, and then to go on uniting at or near Stirling, and so on to the north of Scotland by the same train.

340. Have you any complaint to make of the delivery of letters in Edinburgh?—No; I believe that there are no complaints other than those that I have been stating.

341. All arising from the nature of the railway service?—Yes. I believe the post-office authorities in Edinburgh do everything that can be done under the circumstances to perform their duty faithfully to the Government and to the public. I have never heard any complaints at all of the post-office management in Edinburgh.

342. What is the difference of time in the departure of the mail by the east and west coast lines for London from Edinburgh?—Those from Edinburgh we do not regard as of the same value; but I have spoken of those coming down, and assuming that whatever was done, if 12 hours were fixed, for example, you should take the same number of hours in going up. The evening train, which

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is the chief one, leaves Edinburgh by the east route at 5.55, and by the west about half-past eight.

343. Mr. *Milner.*] That is what is called the day delivery in London, is it not?—Yes. I have already stated that the east coast line, which leaves at five minutes before six, stops 20 minutes at Berwick to get the letters sorted, and they keep all the passengers there at great inconvenience, from its being so entirely without any reasonable cause. The time is 8.25 by the Caledonian line; the east coast route is five miles shorter, the gradients are considerably better, and the time, if there be a difference, ought to be less; but, in place of that, I have shown that it is two hours and a half longer. It is despatched two hours and a half earlier than by the Caledonian, and of course is detained those two hours and a half unnecessarily on the way by such stoppages as I have described, and by going a diagonal route by Derby, instead of going direct by the Great Northern.

344. They are both due in London at the same hour, are they not?—Yes, I take it for granted that the Post-office arrangements require all the mails to arrive about the same time; I have no doubt that such is the case.

345. *Chairman.*] Does the London correspondence come by the eastern or the western line?—By the western.

346. The whole of it?—Yes.

347. Are you aware by which line the whole of the western correspondence comes from Ireland, and Liverpool, and Bristol?—All by the Caledonian line; it is the natural and most convenient way of bringing it.

348. You are sure that the Irish letters come by the Caledonian line?—I had rather not speak to those Post-office arrangements; that is my opinion. I should think that it would be quite out of the way to bring the Irish correspondence for Edinburgh round by the east coast; therefore I infer that it comes by the west.

349. Have you any further statement to make with regard to the inconveniences to which Edinburgh is subject at the present time?—I might explain, and illustrate the state of matters further; but I have stated the grievance. I should just like to mention, in reference to carrying the east coast letters on towards the north, that I think it a very important point, although the distance is a little greater. From London to Stirling by the Caledonian line I find is 419 miles; from London to Stirling, by the Edinburgh, Berwick and Newcastle line, is 432 miles; that is, by the Great Northern there is a difference against the east line of 13 miles. But then, if you make the train by the east line come in 25 minutes less time to Edinburgh than the west mail comes, that 25 minutes gained will enable the east coast letters to go on, and to arrive at Stirling as soon as the letters by the Caledonian line can be at Stirling notwithstanding the 13 miles less distance; and from thence they would be taken directly to the north, and a day be saved in consequence.

350. Mr. *Liddell.*] What is the reason why you apprehend, although the distance is greater, that in adopting the east coast line you can convey the letters, as you think, in 25 minutes less time?—I have already explained that the distance is five miles less by the east coast line, and the gradients better.

351. The distance is greater, as I understand you, from London to Stirling, adopting the east coast line, by 13 miles, than by the west coast line?—Yes.

352. What is your reason for thinking that a train going by the east coast line can arrive in Edinburgh 25 minutes quicker than if it went by the west coast line?—Understanding the question to apply to the arrival in Edinburgh, I stated that the distance is five miles less when you get to Edinburgh; then the gradients are much better on the east coast; I believe the steepest is 1 in 125; there are two very long stretches of about seven miles each on the west coast line of 1 in 70, which is a very great disadvantage to the railway trains; and the proof that the east coast train can come in a shorter time is, that it does come in a shorter time when the Post-office is out of the question. Take the express trains, for example, every one knows that they come in less time than by the west coast, and all gentlemen who travel prefer it to such an extent, that I believe of 1,000*l.* that is earned between London and Edinburgh, about 800*l.* of it comes by the east coast; and this shows plainly that the public know it,—that it is an admitted fact; and therefore if it can be done for the general convenience of the public by other trains, it is quite evident it could be done, if desired, by the Post-office with the mail trains.

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353. Mr. *Milner.*] The morning express by the Great Northern Railway does carry the mails as far as Berwick, does it not?—Yes, it does, and would carry them to Edinburgh if it were desired; but the Post-office have quarrelled with the North British Company, who have the 58 miles between Berwick and Edinburgh, about the rate to be charged per mile, and the letters are sent on from Berwick to Edinburgh in a mail-cart.

354. *Chairman.*] At the present time?—Yes. I would not wish to mislead the Committee, by representing this as a thing of great importance, because though the letters were to get to Edinburgh by the express train at 20 minutes past eight, they could not be delivered that night; the Post-office have an arrangement to bring them by their mail-cart in sufficient time to be delivered in Edinburgh by the morning delivery; but if my object were accomplished, of both trains going on together to the north of Scotland, all those letters would be accelerated one day, though, in regard to Edinburgh, there is no practical inconvenience.

355. You are connected with railways, are you not?—Yes.

356. Will you be kind enough to state shortly, first, the alteration that you would suggest in the trains by which the letters shall be delivered at Edinburgh; and next, if you can give the Committee any idea of the additional expense that might be caused by the alteration that you would suggest?—In reference to the time, of course different individuals have different opinions as to what should be the time. I have taken 12 hours between London and Edinburgh as the time, in my opinion, in which the journey might be accomplished, provided the trains were properly regulated; but if the Post-office and the railway people say 12 ½ hours or 13 hours, I should be quite content. I will, however, take 12 hours for my statement. I think the Post-office should enter into an agreement with the railway companies, prohibiting them from taking more than two first-class carriages by the railway train, and a travelling post-office of course, and a van for the passengers' luggage and the guard; and they should prohibit them from carrying any other carriages or horse-boxes, or anything of the kind, other than the two first-class passenger carriages, which would contain 36 passengers. I believe that number is more, in point of fact, than is carried by the great proportion of the trains that go lumbering along with many carriages. As regards passengers, there would be not much loss to the railway companies; there would be a small loss arising from the inconvenience of not being able to send horse-boxes and empty carriages; and the railway companies would be fairly entitled to some small allowance for that. But then it is open to them, if they are dissatisfied with their allowance, to give a notice to the Post-office, and get an arbitration, so that there could be no practical difficulty of that kind. I should suggest that an order should be issued by the Post-office to run the trains in 12 or 13 hours, as they thought best, coupled with the prohibition against taking more than two first-class carriages. The object I aim at would be, to put the railway mail trains in the same relative position to other trains, which the mail coaches were in to the stage coaches; that the mail trains should be crack trains, so to speak, as the mail coaches were, for long distances, in place of being, as they very often now are, exceedingly slow trains. I should suggest further, that all the lateral trains should be made to fit into those two great trains. First fix the time on the east and west lines from Edinburgh to London, and then make all the others fit into them. If there was any case, such as along the Derby line to York, where, from the sinuosities of the country, it was difficult or impossible to get the lateral trains up in time, let the railway companies be obliged to carry these bags at a cheap rate by the next ordinary train, and put the mail guard in a second-class compartment with the bags that could not be in time, and charge a very small rate for that additional train. I have heard the evidence given by Captain O'Brien just now, that the present average price which the York and Newcastle Railway is to receive for the mail trains is 2 *s.* 6 *d.* a mile. I should say that if you gave them 6 *d.* a mile for this additional, or third train, in place of half-a-crown, for having the use of one compartment of a second-class carriage, as is very often done in Scotch railways, where the post-office traffic is not great, it would be quite reasonable to expect the railway companies to agree to that sum. I wish it to be understood, that while that is my opinion, I do not speak as for the railways. I speak the views and sentiments of the people of Edinburgh in regard to the desirableness of having the mail put on a proper footing. I have no doubt that the railways would be

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reasonable, and do anything that was right to try to work cordially with the Government, when the Government gives them a fair remuneration.

357. You recommend that there should be only two first-class carriages attached to each mail. I presume that it is the interest of the railway companies now to take as few carriages as is compatible with the number of passengers that they have to carry?—It is their interest to forward their traffic in the best way they can. If a number of carriages have been taken on to any point they have to be returned by a train when empty, and it is the interest of the company not to send a locomotive with empty carriages, but to attach them to the end of the next train that comes in, and in that way get them carried free. The same remark applies to the conveyance of parcels, fish, horses, gentlemen's carriages, and all those things; it is very much more convenient to send them on free than it is to have a separate train for them; there is a considerable saving and facility in all those arrangements.

358. You stated that you would have a crack mail train going from London to Edinburgh, with two first-class carriages, and that all the branch lines should be made to fit in with that train; but if the branch lines should not fit in with it, the railway company should provide the inside of a second-class compartment at 6*d.* per mile to carry them on to the smaller stations?—Yes.

359. But supposing that some of those branch mails involved a large district, and that they could not be made to fit in with the northern train, how would you propose to provide for that service?—If the number of letters were so large in any case that they required a post-office van, of course the Government ought to pay for it.

360. If, for instance, with regard to the Irish letters and the Liverpool letters, the mail could not be made to fit in with the mail running direct north and south, and an additional mail was provided for those letters, would not it be a great inconvenience to the people of Edinburgh to have two deliveries of letters on the same day?—Yes; if the hypothesis were practically correct, I admit at once it would be a great inconvenience; but just consider that the island is so narrow, and that there is a line running east and west along both sides, and one of them running midway between Liverpool and Manchester as it does, it is inconceivable that the Post-office should send round the Irish letters 50 miles greater distance than they ought to go, when they could put them on the train which passes within 15 miles of Liverpool. In like manner, by looking at the map, the Committee will see that all the large towns, Birmingham, Liverpool, Manchester, and Derby, are very near the two proposed trunk lines of communication; and I apprehend that the letters of all the larger towns would naturally come without the slightest inconvenience on either of the two trunk lines, and there would be only the letters such as from the intermediate territory between Derby and York requiring to go as I have suggested to points short of Edinburgh; and the amount of that correspondence we know could not be very considerable in such a district.

361. I presume your recommendation applies to both lines, and you would have the same principle adopted on both?—Yes.

362. You mentioned that the increased expense of such an arrangement would not be more than 6 *d.* per mile?—Yes; and I should suggest, if you were to restrict the railway companies from carrying more than two carriages, in order to attain great speed,—because in windy weather, if there is a long train, there is no power that can make it keep time, or if it is heavily loaded,—you should give them something additional. Of course that is a matter of arrangement, but I think that if they had the 6 *d.* a mile additional as the price of this restriction, they would be very well off.

363. You mean that 6 *d.* a mile in addition to what they get now, would enable them to perform the service as you recommend?—Yes; that would compensate, in my opinion, for the loss which they would sustain by the restriction.

364. What is the expense which you in your own mind have allotted to the branch lines that are to fit into the crack trains?—I believe in almost every case the Post-office makes a special arrangement for all the branch trains, such as the train from Shields, or Sunderland, or Kelso, or any of those places; they pay so much each, and generally at very low rates. I would suggest that the only way of determining those things is by special agreements. When the distance is short, the railway company is always subjected to this test: "If you do not take it, we will send the mail cart with the letters, which can come in perhaps a quarter of

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an hour more time;" so that the Post-office have the railway companies very much in their own hands as regards all short branches.

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365. At the same time is it not rather difficult to affix the price to a number of trains which must naturally, in a large extent of country, vary in their circumstances?—I think it will appear to the Committee, if they consider the mail train from London starting at night, that it passes at hours at which there can be no local traffic for passengers, and if the Post-office were to ask the railway company to send a locomotive 10 miles at midnight, or one, two, three, or four in the morning, with letter-bags, they must pay for it; it is impossible to arrange it, except by a payment for each separate service having regard to the hour, the distance, and the time; and I think that no general observations that I could make, or any one could make, would throw light upon a question of that sort.

366. Mr. *Liddell.*] Do not you think that, by adopting your proposal in the case of delays arising from accidental circumstances in the arrival of the branch trains upon the main lines, that a supplemental service should be adopted, and that those letters should be sent on by the next train; that the increased facility of forwarding letters in case of delay would rather lead to less attention on the part of local post-offices in forwarding their letters in order to be in exact time to meet the mail train; and would they not be apt to use the mails more than might be convenient for the public service?—I think that it would undoubtedly so follow if the rule were established that whenever a branch train was late, there should be a special service; but then I meant that this additional train should be regularly arranged for letters which it was known never could come in time for a quick train. If the Post-office insists that there shall always be a train from Derby to York, we know it is physically impossible to make it meet a direct quick mail from London, as soon as the latter would reach York; and that some arrangement should be made to take it forward. I did not intend to suggest, that when any branch train was accidentally too late, there should be a special service for it. The company should give every facility of that kind without any charge whatever, and I am sure that they would do so.

367. There should be a system of checks established?—Yes; and everything should be arranged.

368. Mr. *Divett.*] You contemplate running those crack trains at the speed of which you speak without any reference to expense, and that the Post-office should pay the actual expense of those trains for carrying those letters, deducting, possibly, the number of passengers that they might be able to carry, but that the first consideration should be purely as respects carrying the letters?—That was my meaning so far; but I did not contemplate any additional expense to be entailed beyond what I have stated, because 12 or 13 hours from London to Edinburgh cannot be said to be an unreasonably quick time, when trains already go in 11 hours.

369. What is the exact time?—It is 396 miles from London to Edinburgh by the east coast line, and the express train already professes to do it in 10 hours and 50 minutes; but say 11 hours. Then all I propose is, that the mail,—to allow for the greater number of stoppages than the express train makes,—should be allowed an hour or two additional. I cannot imagine that railway companies would ask any higher compensation for that, but think they should be satisfied with the rates; if 12 hours are too few, allow 12 ½ or 13; only fix such a time as could be kept.

370. Mr. *H. Herbert.*] Is the present express train pretty punctual?—Yes.

371. Mr. *Divett.*] What rate of running speed is your calculation based upon?—Twelve hours, at 33 miles, would be 396, supposing no stoppages. Supposing you have 20 stoppages between London and Edinburgh, and five minutes are allowed for each, that would be 100 minutes, or about an hour and a half taken from the 12 hours, which would make the running time 10 ½ hours; in that way, 10 hours at 38 miles would be 380, and 19 would be 399; that would be about 38 miles an hour running speed. I have named a time which I admit is a difficult time to attain; and it would require very good engines, and everything to be very favourable. Possibly it might be better to allow 12 ½ or 13 hours. I have over and over again said that I do not attach the same importance to the naming of a very quick speed as to actual performance.

372. You stated that you thought it needful that similar trains should run on the other lines, the branches; do you conceive that that pace could be kept likewise on the branch lines, so as to create that punctuality in the whole communication

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munication between London and Edinburgh?—I am afraid I have been misunderstood about the branch lines. Suppose, for example, that this crack train gets to Darlington an hour sooner than now, all that is to be done there is that the postmaster brings his bag an hour sooner than now, and at Sunderland, or Durham, or Shields, just to run from those places to be in time for the junction. That would not entail any greater speed upon one of those branch lines at all, and it would only entail upon them starting at an earlier hour.

373. That would entail upon them less time to receive and answer their letters?—Less time to forward their letters to Edinburgh, but more time to answer their letters; because the same train that would bring the letters from Sunderland, for example, to the main line would take back the London letters to Sunderland, which this train had brought an hour sooner than the previous time; so that it would be an advantage to all those towns.

374. Mr. *Phillips.*] Has it occurred to you, with regard to your suggestion that there should be crack mail trains upon the line, as there were crack mail coaches, that there is this great and insuperable difficulty, that the mail coaches obtained their great acceleration by constantly stopping and changing horses, while the train is accelerated by never stopping at all, the stoppage of the train being a great drawback to its pace; and the night would form, would it not, an insuperable difficulty to putting the mail train in the same degree of pace as an express train in the day?—No; the best answer, I think, with deference, is this, that what I propose has already been done, and has been done for the last year: a night train has been run by the Great Northern in 12 hours and a quarter to Edinburgh, with tolerable punctuality. I do not imagine, although it conveyed letters, it would take more time, especially if the number of carriages were limited. I have allowed an hour, and am willing to allow an hour and a half or two hours, if the parties say it is needful; but I urge that when you have fixed your time, keep it.

375. Mr. *Divett.*] Is it your opinion that there would be no greater additional expense to the railway in running trains limited to two first-class carriages than with respect to trains that were unlimited?—Yes, that is my opinion as regards the fares of passengers; but I have explained that railways would suffer other inconveniences from being debarred from carrying on other branches of their business. If a railway train, with two first-class carriages, were always filled, it would be a far better paying train than any train that now exists.

376. Assuming it to be always filled?—Yes; if not, there is no sacrifice in not sending three or more carriages.

377. Practically, are you not aware that the mail trains now frequently run with carriages very little filled?—Yes; and hence I argue that there would be no railway sacrifice of importance.

378. You base your idea that the increase of expense would not be considerable on that ground?—Yes, nothing at all; I would not allow any additional expense upon that ground.

379. You contemplate, do you not, that in a matter of this kind the railway company and the Post-office would have to go to a reference as to the sum to be paid?—If the railway companies are asked to do anything of that kind, they are not likely to object. I think generally they have shown every disposition to agree with the Post-office and I think that no better proof of that can be offered than the evidence given to-day, that a railway company has been content to take 10*d.* a mile for a great number of years, without ever applying to the Post-office for a reference, when the arbitrator is satisfied that they ought to have 2*s.* 6*d.*; if they ought to have that sum now, they ought to have had it before; therefore they must have been very reasonable in not insisting upon it sooner.

380. *Chairman.*] As the Lord Provost of Edinburgh, have you ever had before you any complaints with regard to the differences which have arisen between the Post-office authorities and the North British line?—Yes; I have very often heard about them, and the Town Council have memorialized the Post-office and the Government several times; within my own recollection, three or four times.

381. Do you know the nature of the disputes?—I know of one of them, which was a long-standing grievance, that the mails from Edinburgh to Hawick were sent by the mail-cart for many years, a distance of about 50 miles, causing very great inconvenience; just complaints were made, and over and over again remonstrances were sent from all quarters; but the Post-office would not send them by railway unless the company fixed a very low rate of payment. The railway company pointed

pointed to their Act,and said, "Go to a reference;" but the Post-office said, "No; unless you take the sum which we shall name, we shall send our letters by the mail-cart;" and they did so for several years.

382. What would be the line of railway by which letters would go to Hawick?—What is called the Hawick Branch; it goes for three miles from Edinburgh on the main branch, and then diverges toward Dalkeith, and on to Hawick; it is a sort of middle line; Hawick is perhaps 40 miles from the coast; this branch belongs to the North British Company. The company I am connected with has no connexion with the North British; but I know the facts which I have stated to the Committee.

383. Have you any information to give to the Committee as to the amount of correspondence that passes between London and Edinburgh?—No; but I have reason to believe that it is very large indeed. The Post-office returns, for example, show, that although the population of Glasgow is double that of Edinburgh and its neighbourhood, there are more letters received in Edinburgh and sent from Edinburgh than are received in and sent from Glasgow.

384. Is that to the town exclusively, or to the district appertaining to Edinburgh?—Take Edinburgh and Leith as a town, and take Glasgow and all the surrounding suburbs as a town, the amount of correspondence has been proved to have been greater in Edinburgh than in Glasgow.

385. Mr. *Liddell.*] Do not you attribute that in great part to Edinburgh being the residence of almost all the men of business, and all the proprietors and other gentlemen of Scotland?—Yes, and the courts of law; and a considerable proportion of the people of Edinburgh live in a genteel way, perhaps people of no great wealth, but who write and receive many letters; 100,000 of the people in Glasgow are working people, who cannot be expected to write or receive many letters.

396. *Chairman.*] The correspondence derived from these sources, I presume, would be correspondence within a narrower limit probably than that of Glasgow, which depends upon commerce?—I should not say that; there must be a very large correspondence with London and Edinburgh. The parent establishment of nearly every bank in Scotland is in Edinburgh, and all the large insurance offices; and as to all the correspondence with Peers and Members of Parliament who are landowners in Scotland, they have all their resident agents in Edinburgh; all the leases are made in Edinburgh, and it is the seat of legal business for Scotland; the correspondence is not only great in its amount, but important in its character; and speed is of very great value.

387. Mr. *Liddell.*] Owing to the establishment of the fish trades within a few years, have you heard any complaints of mail trains having been used for the conveyance of the fish from different Scotch rivers, thereby causing lately increased delay?—Yes, I have heard that; and I have no doubt that in some cases the complaints were well founded. Fish being a perishable article, there is a great temptation to send it by a quick train.

388. It is the case that the mail trains are frequently used, is it not, for the conveyance of fish?—I cannot speak to the fact from personal knowledge. I have no doubt that many cases have occurred. I have reason to believe that that question attracted the attention of the York and Newcastle Company some time ago, and that a regulation exists by which it is not now done.

389. Mr. *H. Herbert.*] Would it be sufficient to prevent the crack trains from carrying fish, heavy goods, and horse boxes, but leaving them unrestricted as to the number of first-class passengers that they carried?—My object would be to make the trains so light, that certainty could be calculated upon. I think, although it would be inconvenient at first, but these things always fit in after a little time; it is much better to provide the machinery by which you see that the object will be accomplished, than merely telling parties what they are to do, without putting them in the way of doing it.

390. Your object is to have a train running between London and Edinburgh in 12 hours?—Yes, or thereby.

391. If the unrestricted train at present does the distance in 10 hours and 50 minutes, or 11 hours, why would it be necessary to restrict the number of passengers in order to accomplish it in 12?—The answer is, that an express train on the average does not stop perhaps oftener than once in 35 miles, and the post-office train would frequently have to stop twice in the same distance, and every additional stoppage is five minutes lost; and though the contrivance

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of the net-work apparatus used is sufficient to catch the letter-bags where they are light without stopping the train, I understand when the bags are heavy there is a very great difficulty in doing it.

392. Would not great inconvenience occasionally accrue to the public by the train being restricted to carrying passengers in the two first-class carriages?—There would be an inconvenience; any of us would dislike very much on going to Euston-square being told that they had sold all the tickets. But still if you wish to accomplish an object of great importance, such as the acceleration of the mails between London and Scotland, you must be prepared to meet some difficulties.

393. Mr. *Liddell.*] Do not you think that 36 passengers is rather a low average to take as the number of passengers conveyed by the mail trains?—I think it is a high average. Supposing you carried the passengers at 2 *d.* a mile, which is less than the usual first-class fare, it would be 6 *s.* a mile; supposing it 2 ½ *d.* a mile for each passenger, that would be 7 *s.* 6 *d.*; and I imagine that that is far more than any railway company earns per mile.

394. Mr. *Fortescue.*] I gathered from you, that with a view to the best postal arrangements, you attach great importance to your proposed limitation of the number of carriages to be attached to the mail train?—Yes; I think without that it would fall into an irregular state again, and I should like when the new arrangement was started, that it should be started in a way that would not give rise to perpetual complaints.

395. A very considerable acceleration of the mails between London and Edinburgh took place last summer, did there not?—There did.

396. Has that been a great advantage to Edinburgh?—It is very much better than it was, because the east coast mail, which I have shown, now come in at 12.20 got in then at two o'clock; and as the London delivery had taken place at two o'clock, our east coast letters were detained in the Post-office till six in the evening; they were thus only delivered, after remaining in Edinburgh four hours.

397. You obtained the power of answering by return of post for the first time?—Yes.

398. Provided the time you mention, 12 hours, or 12 ½ hours, can be attained as the maximum between London and Edinburgh, you have no particular preference for one route over another?—No; except the great desire which I have that both trains should go on to the north together from Stirling; and for that purpose the east coast train ought to get to Edinburgh a little earlier to make up for the additional 13 miles to be run over before getting to Stirling. As regards Edinburgh, I propose that the delivery should be simultaneous, so that there would be no advantage to one line over the other by that plan.

399. Mr. *Cowan.*] Was it not the fact, till of late, that on Wednesday and Saturday evenings third-class passengers were taken from London to Scotland in pretty large numbers?—Yes.

400. Can you state whether, in point of fact, the trains leaving London on those evenings were uniformly later than they were on the other nights of the week in consequence of the additional load they took?—I am not aware how the fact is, but I believe that those Wednesday and Saturday third-class passengers are still carried by the fast night train.

John Hodgson Hinde, Esq., called in; and further Examined.

J. H. Hinde, Esq.

401. Mr. *Liddell.*] THERE is a large district in Northumberland, namely the district around Wooler; can you give the Committee any information as to the postal arrangements between Wooler and Alnwick; can you state, shortly, how letters are conveyed from Wooler to the main line?—They are conveyed from Alnwick by an omnibus, which runs between the two places; the distance is about 18 miles.

402. Is it not the case that there is a very considerable correspondence between that very well-farmed district and the district of Berwick and the markets to the north, and that letters to the north have to return back to Alnwick to be again forwarded by the main line?—Yes, it is; the only communication that Wooler has with any point is with Alnwick.

403. *Chairman.*] Is there anything in the nature of the country to render it necessary that they should go to Alnwick?—No. At one time they went from Belford; I do not know the cause of the change.

404. Mr.

404. Mr. *Liddell.*] There is a very good road between Wooler and Belford now, is there not?—No, not very good, but a passable road.

405. Quite as good as from Wooler to Alnwick?—No, but it is a shorter road.

406. *Chairman.*] Have you any further suggestion to make to the Committee?—No, I think not. I might mention one fact, not bearing immediately upon my own part of the country, but which has come to my knowledge, as to the deficiency experienced from there not being a mail through Lincolnshire, and it is this: I had occasion to stay all night at Lincoln, and to write to a party at Boston, an hour's run by railway; when I got to Boston I was surprised that the party was not there; my letter did not arrive till about two hours afterwards, though I had slept all night at Lincoln; and I found that in the course of post a letter from Lincoln went round by London to get to Boston.

407. *Chairman.*] How did you ascertain that?—By the post marks.

408. Have you ascertained that that is the regular course of the letters?—I had not an opportunity of inquiring at the Boston post-office, but I inquired of a gentleman in Boston, who told me that that was the case, that letters between Lincoln and Boston go round by London.

409. Mr. *Fortescue.*] Can you state at what time that letter was posted?—Yes; about five o'clock in the afternoon.

410. Are you aware that there is a direct mail between Lincoln and Boston?—No; I believe the contrary to be the case; I cannot speak to that of my own knowledge; I can only speak of the route which this individual letter took.

Charles Cowan, Esq., a Member of the Committee; Examined.

411. *Chairman*] YOU represent Edinburgh, do you not?—Yes.

412. Have you any statement to make as to the postal arrangements with regard to that city?—I may confirm what the Lord Provost has said as to the great dissatisfaction that has frequently been expressed by public bodies and trading companies as to the irregularity in the arrival of the mails. I wish to state that on the 1st of August last, the so-called acceleration of the mails took place, as it has been explained, the mail from London arriving, or it ought to arrive, at 10.43 in the morning in place of 12.50 as before. That acceleration was attended, as all such accelerations previously had been attended, with a great derangement of what I may call the local or lateral posts. I wish to state a fact consistent with my own knowledge, to which I beg the attention of the Committee. In the first place, the London day mail arriving in Edinburgh previously to the 1st of August at 1.30, or between one and two in the morning arrived about 11 o clock at night, and according to the arrangements of the Post-office, the mails which are not conveyed by the railway that I speak of, the local posts sent by mail-gigs and messengers, not very large in numbers, but very important, were ordered to leave Edinburgh as soon after the arrival of the mail from London as possible, or about midnight. The consequence was, that the proprietors and publishers of newspapers, which are published there about five or six o'clock in the morning, were most seriously injured, and the readers of newspapers, within ten or twenty miles round Edinburgh, made loud complaints, as they did not in many cases receive their newspapers for 12, and in many cases for 24 hours; that is, when there was only one post from Edinburgh, that involved a delay of 24 hours. The Committee are aware that newspapers now-a-days, giving news of the price of stocks and the state of the markets, besides news of general interest, are almost a necessary of life, and very loud indeed were the complaints. I took the matter up so far as to write to the Postmaster-general, or the secretary of the Post-office, Mr. Abbott, and he told me that the matter would receive immediate attention. He acknowledged the justice of the complaint, and accordingly, in about six weeks afterwards a change took place, which remedied the matter, so far as newspapers were concerned; but in my own immediate neighbourhood, and I live 10 miles from Edinburgh, almost to the south of it, a most extraordinary and unexpected change took place, inasmuch as the two dispatches of the mails from the local post-office that I speak of, in the village of Pennycuick to Edinburgh, were summarily withdrawn; nobody was complaining, I believe, of the dispatches from that village to Edinburgh; and several other villages were similarly affected, and the consequence was that the letters of my

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house and of various other manufacturers in the neighbourhood were delayed either in the local post-office or in the General Post-office in Edinburgh for a period of 16 hours and up to 24 hours. Our letters for Liverpool, which previously to that time arrived in Liverpool on the morning of the day immediately after that on which they were posted, did not arrive till the second day; and the same was the case as to Manchester: so that, as I wrote to the Secretary, we were precisely in a similar position as to our dispatches as if the Post-office had had the power, and had exercised it, of transferring our establishments as far as Inverness, or perhaps further. I am glad to say that that has been so far rectified that we have one afternoon dispatch a day in place of the two, to fit in with the departure of the night mails from Edinburgh. I ought to explain that the dispatches that took place after, I think, the 15th of September, were at hours peculiarly unsuitable, one being at midnight, the letters for London remaining at Edinburgh, if dispatched from my post-office, till 1.15 on the next day; another dispatch taking place early in the morning at eight o'clock, which was actually of no use, and carried no letters, the dispatch at midnight carrying all those that were posted up to 11 the night before; those two dispatches being practically of no use, so far as distant places are concerned, for communications with the south, as well as with the north, and the Post-office at last availed themselves of a stage-coach which passes through the village near which I reside, by which means we get our letters now in time for the mail going to London the same evening. During this interrregnum, or disordered state of affairs, we were obliged to send our letters by a person on horseback, almost every day, to Edinburgh, a distance of 10 miles, of course often with great inconvenience. And this being just one illustration, consistent with my own knowledge, I can quite understand how great the irritation has been throughout the other parts of the country, and which has been loudly and repeatedly expressed. I may mention that, although the city which I represent is not a manufacturing city, in my own neighbourhood, on the banks of the North Esk, there are a great many manufacturers of paper; which manufacture has been growing at a very great rate for the last 25 years. There is scarcely any other manufacturing establishment, but there is a military prison, the only one of its kind in Scotland, with which the Government has necessarily a good deal of communication, and there is a considerable mining interest, and a great many coals are worked throughout the district; and altogether I feel that a very grievous and uncalled-for injury was inflicted upon that district, which I believe was owing to the dictum of the surveyor of the Post-office, who was sent into the district to inquire what arrangements were likely to be most conducive to the advantage of the inhabitants and the traders, but who, so far as I have been able to make out, did not see or wait upon a single person in our neighbourhood; he never at all events could have considered the matter in the slightest degree, or such a thing could not have taken place. It is fair to say that he did write me a letter, which I did receive at a distance from home, wishing to see me on the subject, but when he came to the neighbourhood, I believe he did not see any one on the subject, or he never could have considered the effect of such an arrangement, or derangement.

413. With regard to the present postal arrangements in your district, is there any alteration that you would suggest now?—I should like to have the advantages which we possessed during the days of the old mail-coach; one of which was, that a letter posted on the day on which it was written could be delivered in Edinburgh, 10 miles off, on the same day. Unless we write before eight or half-past eight a.m., a letter really does not arrive in Edinburgh in time to be delivered till the following day, which we feel a very great disadvantage. I would also inform the Committee of this fact, that owing to the system of economy now practised by the Post-office in what they may term subordinate and inferior districts, in place of having a direct communication, which we had by the Dumfries mail-coach, they now employ a mail-gig, not to come the direct road, which is 10 miles off, but it travels through a number of other villages; the effect of which is that we, having no railway communication between our neighbourhood and Edinburgh, the mail-gig has been sometimes double the time that the old mail-coach used to be, and the effect of which is of course so far as depriving us of the means of answering our letters so speedily as we have the privilege of doing in the short interval I spoke of between the 1st of August and the middle of September,

tember, when the arrangements were perfectly satisfactory, so far as we were concerned. Those were summarily withdrawn, and a very great inconvenience and injury it was.

414. Can you give the Committee any information as to the amount of the correspondence of the district?—I may state that about 2,000 letters a week come to our village; it is not a very important place; the population is about 3,000, yet the number of letters is about 2,000 per week.

415. Have you any knowledge of what goes on in the adjoining district?—The same inconvenience is felt, or was felt; it is in a great measure remedied, though we do not enjoy the same advantages that we did during the six weeks I spoke of; but we suffer more than other places within the county, inasmuch as we are almost the furthest off from Edinburgh of the local, or, as I may call them, the old penny posts.

416. What is the nature of the post-office at Pennycuick?—It is a branch of the Edinburgh Post-office.

417. It is not a regular post-office?—Yes; it used to be called one of the sub or penny post-offices. I wish to state that many disputes have arisen in Scotland between the railways and the Post-office for considerable periods. I particularly refer to two with which I happen to be tolerably well acquainted, first, the case of the Hawick mail. The distance between Hawick and Edinburgh I think is 53 miles, and the two parties could not agree as to terms, and rather than go to arbitration, the Post-office employed a mail-gig, which started from Edinburgh in the morning, and consumed nearly the whole day in going to Hawick; the letters were too late to be of any use on the day on which they arrived; they were delivered on the following day; and I believe that the mail-gig started on the return journey from Hawick in the morning, occupying some seven or eight hours in the journey. That, I believe, has now ceased; but I think that the inconvenience to the district, which was very great, lasted for some two or three years. A similar question arose in the Edinburgh, Perth, and Dundee line, that goes through Fife, where, on account of the difference of opinion, the same unseemly conflict took place, and the public very materially suffered. I confess that I should be very glad indeed if, as the result of the labours of this Committee, some mode could be found so as to render such a state of things, at all events less likely, if not impossible to take place for the future.

418. Who is the surveyor of the district in which Edinburgh is situated, and where does he reside?—His head-quarters are in Edinburgh. There are several surveyors attached to the Post-office in Scotland who have different districts; though I am not prepared to say whether, in this instance, the surveyor's residence is in Edinburgh or not. It is only fair to state, that from the communications which I had the honour to have with Viscount Canning, and also with Mr. Abbott, the secretary in Scotland, I am convinced that they are anxious to remedy all such inconveniences as I have referred to to the utmost of their power. There is another thing that occurs to me to state, and it is this: that in consequence of the representations that were made of the delays and inconvenience felt about a year or 18 months ago, the Irish express, if I may so term it, leaving Euston-square at five in the afternoon for the purpose of carrying letters to be delivered in Dublin early the next morning, being on the line of the North Western, it was resolved to carry it on to Edinburgh and Glasgow; but so far as Edinburgh was concerned, it was utterly worthless; the letters arrived, I think, about a quarter past seven in the morning, just in time to be too late for the first delivery; and the consequence was, that they remained in the post-office for four hours, or thereabout. The second delivery is at 11, being very little indeed before the arrival of the ordinary mail, which used to arrive at 12.30. I mention this because, whoever was responsible for the arrangement, it was a waste of the public money, and it was utterly abortive. The express has now been discontinued, after the recent acceleration, I presume, I perceive by Bradshaw's Time Table that it only goes as far as Lancaster.

Lunæ, 8° *die Maii*, 1854.

MEMBERS PRESENT.

Mr. J. Wilson Patten.	Mr. Philipps.
Mr. Egerton.	Mr. Divett.
Mr. Liddell.	Mr. Thompson.
Mr. Horsfall.	Marquis of Chandos.
Mr. Alexander Hastie.	Mr. Fortescue.
Mr. Blackett.	Mr. Milner.
Mr. James Macgregor.	Mr. H. Herbert.
Mr. Cowan.	

JOHN WILSON PATTEN, Esq., IN THE CHAIR.

Mr. *Michael Daintry Hollins*, called in; and Examined.

Mr. *M. D. Hollins.*

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419. *Chairman.*] YOU reside in the Potteries, do you not?—At Stoke-upon-Trent, in the Staffordshire Potteries.

420. You are Chairman of the Chamber of Commerce there?—Yes.

421. The Committee understand that you have complaints to make of the postal arrangements in that district?—We are anxious that the Committee should hear the complaints we have had for a series of years, and which have been for the last four or five years brought before the Post-office authorities without receiving that redress, which we considered, as a large manufacturing district, we were entitled to. After repeated memorials and petitions, several of the principal manufacturers and inhabitants of the district formed themselves into a committee with a determination that the committee should sit and meet until we got some redress from the Government.

422. Will you point out to the Committee the principal defects of which you complain?—As to the mode in which the mails are conveyed, first, the route being more circuitous than necessary, and in the next place being very insecure.

423. What is the present mode of conveyance?—By the London and North Western to Whitmore, which is about seven miles from the Potteries, thence to Newcastle across a very lonely part of the country. The letters are conveyed from Whitmore to Newcastle in a mail-cart without a guard or any protection whatever.

424. Do the whole of the letters for the Potteries come by that means?—All the most important, and all until the last two or three months, came that way; since then we have had a day mail from London; the only concession we have had made is, that the letters by the day mail come by the North Staffordshire Railway, which runs through Stoke, and almost through the centre of the entire district of the Potteries.

425. At what part of the London and North Western line does the day mail to Stoke-upon-Trent leave that line?—At Stafford at one point, but Colwich is the most direct point of communication by the Trent Valley, which belongs to the London and North Western line, by Colwich to Stoke, and so on to Congleton and Macclesfield.

426. Will you point out the inconveniences to which you imagine the Potteries district is subject by the present mode of delivery?—What we lay most stress upon is the insecurity which we suffer from now; from its being a large manufacturing district, of course we receive considerable remittances by post, and since the alteration to the penny post, most of the manufacturers receive their remittances by post. The mails are conveyed over a very lonely road seven miles; we ourselves have received as much as 1,500*l.* to 2,000*l.* or more in available money in cheques, with no previous intimation of its coming; and suppose the mail-cart to have been robbed, there would have been time to negociate those cheques; and besides that there would be all the annoyance arising from the letters being lost, and other inconveniences. I cannot state positively that

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that anything of that kind has occurred, but we may put that down more to good luck than to any difficulty that there is in the matter; there is only one small public-house besides the toll-bar within any reasonable distance on the road during five miles of it, after leaving Newcastle, and I know that on one occasion, though it was not generally known to the neighbourhood, a postboy actually saw the cart broke down; I believe it happened on a Friday evening in the winter, quite a dark night, the cart had had an accident, and those letters were too late for that evening, and would in all probability not be delivered until the following Monday morning; we have known our letters miscarry to London, but have never known the real reason. All these accidents are not communicated to the public if not seen by anybody, but a non-delivery has occurred more than once; I cannot state what has been the cause of it as a positive fact.

427. Independently of the danger, are there any other inconveniences you have to complain of?—One of the other inconveniences is that we are obliged to dispatch our letters two hours earlier in the evening than we should do; we could have two hours longer, but of course that may not be considered as a very great ground of complaint, as the time is extended till half-past eight in the evening, but we could have very well till 11 o'clock if the letters were carried by railway.

428. At what time do the morning letters from London by the present mode of conveyance arrive?—The letters from London arrive at three at Stoke. We have no particular fault to find with the delivery; we have the letters quite as soon as we should probably have them if brought the other way; as early as we should wish to have them. It is entirely the insecurity that we complain of; but as to the dispatch, we should have greater time in the evening, two hours more. It is of more importance to solicitors who have but a few hours to answer their letters, and delay is often of consequence; we consider that two hours are almost always of consequence.

429. Have the Committee to which you allude had any complaints made to them upon that particular head?—It has been strongly advised by a number of persons that we should have the extra time; being a large district the extreme points of it have a shorter time, of course, than the centre. I would state to the Committee the mode of delivery of the letters, which I consider objectionable. We have what we term a central post-office, and since the last arrangement of the post-office at Stoke, which used to be at Newcastle, there have been two central post-offices within two miles of each other, what are called sorting offices, and the inconvenience of that is this, that the places which those two post-offices serve are so much connected with one another, and the sorting of the letters being done by parties unacquainted with the district, we frequently find the letters going to one that ought to go to the other post-office, and a day is lost in the transmission of them, and they go back to Newcastle. Letters directed to one of the Stoke districts, but directed near Newcastle, probably being quite as near Newcastle as to Stoke, would be sent to the Newcastle post-office, and then be returned to Stoke, and not be delivered till the following day, or probably in the afternoon instead of the morning.

430. The two principal post-offices are at Newcastle and Stoke?—Yes. This objection has only arisen since the alteration; formerly the principal office was at Newcastle, and Newcastle alone, and all the others were subservient to that; but since the day-mail letters were brought by the railway, and Stoke being much more central, the central post-office has been established there. That is one objection; the next is, that although the letters arrive at three o'clock at Stoke, they are not delivered by the carriers till between half-past eight or nine, and probably the letters at a greater distance are not delivered till later than that in the morning.

431. In Stoke itself, when are they delivered?—Certainly not before eight in any part of it.

432. Is that in consequence of the rule at the Post-office, or in consequence of some delay in the sorting and the management of the letters?—I should suppose it must be in the sorting and the management, because the letters certainly arrive at three, and there is ample time for them to be delivered by seven. But another and more serious objection is this—but I should say that it is of no consequence to myself, because I have a bag—but with regard to any letters directed to my house, and I live within a mile of the central post-office and within

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half a mile of the branch post-office, but whether the letters are directed to the branch or the central post-office, and delivered by the letter-carrier at my house, I am charged a penny for that delivery. Now that extends itself throughout the entire district, and the only parties that they deliver letters to free of charge are those within half a mile of the central and within a quarter of a mile of the branch post-office; everybody living beyond these points, and they are generally the working classes, is charged an extra penny.

433. Mr. *Egerton.*] Has that system been in operation ever since the penny postage was introduced?—Yes, certainly; and of course before that.

434. They charge a penny upon every letter, do they?—Yes, for every letter. It is certainly considered a great hardship, and it is one that bears much more heavily upon the working classes than upon the manufacturers, who have their bags and their places of business; it is of very little importance to them; the majority of them live beyond the limits. I have no fault to find with the number of local post-offices that have been established, they are very numerous; still the limits to which those post-offices deliver are so very contracted, that the majority of the people have to pay an extra penny.

435. *Chairman.*] Has your committee had under its consideration the mode in which the branch districts are served by the post-office from Stoke-upon-Trent?—They have no complaint to make as to the mode in which the letters are transmitted from the General Post-office to the local post-offices, because the mail passes through a populous district, and there is not the same danger which we complain of between Whitmore and Stoke, though it is two miles; and it perhaps might entail greater changes than would be necessary to send those letters by railway, though it is quite possible, as the railway passes close to Burslem, and at no great distance from other localities which are served by the mail-cart.

436. Within the district of the Potteries, taking the whole of that district, have you heard any complaints of the way in which the post-office business is conducted?—Only so far as I have already stated, not as to the transmission of the letters now. Before they came to Stoke, and while the principal post-office was at Newcastle, there were great complaints.

437. Now from Stoke you heard of no complaints?—No.

438. Will you mention the remedy you propose to apply?—Our committee would recommend that the letters should be sent by the North Staffordshire Railway, either by Colwich or by Stafford. If they came from Colwich, we should then be obliged to have another mail by Stafford, to bring the West of England letters from Birmingham and Gloucester, and that line; but they would be equally well served if the mail came from Stafford, through Stoke-upon-Trent.

439. Has the North Staffordshire Company any train now that would serve you from Colwich?—I believe not in the evening. I know that a very liberal offer has been made on the part of the North Staffordshire Company to do that service, at the request of a deputation (of which I was one) that waited upon the North Staffordshire Directors, in order that we might go before the Post-office, and state upon what terms they would undertake that service, and by making use of the line several carts will be discontinued. There is one, I think, from Wolverhampton, or one from Stone, and one from Whitmore, and one on to Congleton, and one to Macclesfield.

440. Mr. *Egerton.*] Can you tell the Committee the exact number of mails that are served by carts?—I think on that line there is one alone which runs 16 or 17 miles, the one from Whitmore to Leek; I believe it is 18 miles, and all our letters going to Leek go by the mail-cart, though there is a railway which, though not quite direct, goes through the town of Leek.

441. *Chairman.*] Have you anything to complain of in the Potteries district as to the irregularity of the mails?—Not as a general complaint; only occasionally. We may say that we have been very fortunate in that respect.

442. You stated, did you not, as to this branch line to Whitmore, that though it is considered very insecure, you have not heard of anything happening to the mail-cart in the way of robbery?—None, with the exception of the one that I mentioned before; merely delay. We have noticed that our general letters to London have not been replied to, and that they have not been received on the day they ought to have been.

443. Mr. *Egerton.*] Were there any particular circumstances connected with

that case of delay that you have mentioned?—No; only the cart had broken down, and the mails were known to be too late, because the postboy taking a gentleman was only just in time for the train, and he saw the cart.

444. Did you hear of any results in the shape of bills being dishonoured, for instance?—No; it was not a case that was generally known in the district even.

445. Mr. *Horsfall.*] You spoke of an extra penny being charged for the delivery of letters; did you ever try the effect of refusing that extra penny?—Yes; and they were taken back to the post-office as refused.

446. Has any representation upon that subject been made to the Postmaster-general?—I think not; I know that they have refused the delivery in consequence, because my own people have had letters refused.

447. Mr. *Egerton.*] There is a very large population now, is there not, in the district of the Potteries?—Yes, at least 200,000.

448. And you are in communication also with other towns in that same neighbourhood, not actually in the Potteries, but in the immediate neighbourhood?—Yes, with Leek, Uttoxeter, Congleton, Macclesfield, and Stone; those are all similarly situated, all upon the line of railway, but none of them receiving letters by railway.

449. All those towns have co-operated with you, have they not, in representing to the Post-office the grievance under which they now labour?—Yes, all of them.

450. That grievance is, that there being an existing line of railway through the district, the Post-office avail themselves of the old mode of communication by mail-carts, instead of the greater facility afforded by the railway?—Yes.

451. *Chairman.*] You do not come to represent any other district but the Potteries?—No.

452. Have any other representations been made to your committee?—We have always been in communication with other districts, and have co-operated with them, and in most of the deputations they have been combined; we have also to complain that our letters to those towns, instead of being sent direct, are sent round, so that if I were writing to Derby the letter would go round by Birmingham or Tamworth, 60 or 70 miles, instead of 30.

453. What is the delay, in consequence, that takes place?—We can hardly tell; the direct communication would only take a few hours.

454. Supposing that you communicate with Derby from Stoke, you can perhaps state the time in which you could receive an answer to that letter?—It would get there the next morning, and you should receive a reply the following morning.

455. Mr. *Egerton.*] By the railway you might have a return letter the same afternoon?—Yes.

456. Mr. *Horsfall.*] The delay arises from the letters not being sent by the North Staffordshire Railway?—Yes.

457. Mr. *Egerton.*] You are chairman, now, are you not, of the Chamber of Commerce at Stoke-upon-Trent?—Yes.

458. For many years past there have been memorials from all those towns to the Post-office, have there not?—Yes.

459. Besides those memorials, there have been frequent petitions to both Houses of Parliament?—Yes, to both Houses.

460. In every year, from 1850 up to this time?—Every year.

461. You have also gone up to the Post-office on several occasions, have you not, attended by all the members connected with that district?—Several deputations have gone; on one occasion I went.

462. Till the month of March, when you say the Post-office authorities consented to make use of the railway for the day mail, had you ever received any satisfactory reply from the Post-office in answer to your complaint?—None.

463. Have you any reason to complain of great delay in acknowledging the receipt of your memorials?—From not having conducted the correspondence, I am not able to state that circumstance, but I believe that was the case.

464. Was not this the only answer ever given by the Post-office, that the terms required by the North Staffordshire Company were too high?—Yes, the only reason that they had to give. The last communication from the Post-office was, that the Government did not consider themselves justified in incurring such an enormous outlay for the advantages the district required.

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465. Have you made any representations of this nature to the Post-office, that if all the mail-carts were withdrawn, and the North Staffordshire Railway was employed, the result would be, if not a saving, that no money in addition would be expended?—That was the general opinion of the district, and was so stated to the Post-office.

466. Mr. *Horsfall.*] The difficulty with regard to the North Staffordshire line is now obviated, is it not, as the London and North Western Company have taken up that railway, and the Government have a contract with it?—I believe that that is not in operation at present, that it is in abeyance. The terms at which the London and North Western shall take the North Staffordshire line are decided upon, but it requires the confirmation of Parliament.

467. They have not yet taken possession of it?—No.

468. Mr. *Egerton.*] Do you know that the point of the insecurity of the letters was brought very prominently under the notice of the Post-office?—Yes, and it was a point upon which I myself spoke to Viscount Canning.

469. Have they sent any guards in your district with the carts?—Not at present, but a guard is promised.

470. For the purpose of getting rid of the insecurity?—Yes, though I do not consider that one guard will give us very much more security.

471. I suppose by far the largest proportion of letters are sent by the night mail?—Yes.

472. The number by the day mail is very small, is it not?—Yes; it has been slightly increased owing to our having a day mail from London. Letters which in some cases were two days' post, we now get in the afternoon, which is an advantage and convenience. There is another matter which I have to mention; we have no day mail to London, which we think we ought to have.

473. Do the day letters go round by carts?—They go direct by railway, but they do not leave in time. It was offered to us, but not in a manner that we could accept; it was offered to us, but they were to be sent so much earlier that it deprived us of time to reply to the northern letters.

474. Where does the surveyor of that district reside?—At Oswestry, I believe.

475. Can he have any knowledge of the wants of that particular district?—I think that he derives it from the representations made to him.

476. Is he in the habit of making periodical visits to the district?—I believe he is.

477. Has the unsatisfactory nature of the way in which the business has been done by the surveyor been the subject of complaint with you?—We have thought that the delays in the changes that have taken place have been much longer than were warranted under the circumstances.

478. Can you give the Committee any idea of what number of letters are transmitted from that district, with reference to the amount of revenue which the Government derive from them?—No; only so far as I have been able to calculate, judging partially from our own correspondence, and that of a number of manufacturers and large firms in the district; taking both the receipts and the dispatch, the revenue must be between 30,000*l.* and 40,000*l.* annually, and I do not think that the expenditure upon that district is above 5,000*l.* or 6,000*l.* I take our proportion of the Post-office contract on the different lines of railway; of course I have no data, but I speak to the best of my belief. We receive ourselves a very large number of letters, I suppose more than 20,000 a year, and send more than that number away.

479. Would the transmission of your letters both ways by the North Staffordshine line meet all the wants, and get rid of all the grievances in your district?—I believe so entirely.

480. Mr. *Philipps.*] Do you know what average number, weekly or monthly, of letters are conveyed by that particular mail-cart to which you have alluded?—I should think more than two-thirds of the letters of the whole district, because the transmission of letters is much greater in the evening, and the receipts are very much greater, considerably more than two-thirds.

481. Mr. *Egerton.*] Are most of your money transactions by way of bills of exchange?—Yes, and cheques, perhaps more in cheques and bank-notes; the transmission of cheques has increased very much, and bills by post; there is not the same amount paid through bankers that there used to be.

482. *Chairman.*] Your committee have not received any complaints as to the delay

delay in the local correspondence, that is, with regard to the correspondence between Stoke and the adjacent towns of Leek, Derby, and Macclesfield?—I am not aware of any.

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483. Mr. *Liddell.*] Have you any complaints to make as to the punctuality of the arrival of the mail upon the trunk line upon which you are dependent for the transmission of letters, the London and North Western?—No, it keeps its time well.

484. So that the whole of the correspondence is conveyed by the mail-carts; they always start in good time, and their arrivals are punctual?—Yes, I believe so.

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485. *Chairman.*] YOU represent the town of Stoke-upon-Trent, do you not?—Yes, I do.

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486. It has been stated by a witness to this Committee that one of the obstacles to your getting greater postal accommodation in that district arises from the circumstance that the North Staffordshire Railway Company demand very high terms for the Post-office accommodation; can you give the Committee any information upon that point?—I believe that if ever a railway has been offered at a cheap rate to the Post-office for the conveyance of mails, it has been the North Staffordshire Railway, from the peculiar circumstances under which it is placed. The Board of that line is composed entirely of local men, the two Members for the Potteries were on the Board, and one of the Members for the county; the deputy-chairman is a gentleman well known, one of the first men in Macclesfield, and there has been a very great desire on the part of the directors of the North Staffordshire Railway in every possible way to meet the Post-office in the charge for the conveyance of the mails. I think that there is no possible offer which could be made, which could be excused at all to the shareholders of the company, that has not been made. Now the service that they are doing to the Post-office is done at an unremunerative rate; they convey from Stafford by their ordinary trains certain mail bags, and the charge for that is, I think, 2*d.* a mile. I came down here not expecting to be examined, and I have not brought any papers with me, but I think it is about 2*d.* a mile, whereas the charge varies generally for that service on other railways from 2*d.* to somewhere about 2*s.* a mile.

487. But that accommodation you afford to the Post-office for 2*d.* a mile?—No; there are certain mails which we carry by ordinary trains from Stafford; I do not know what exactly, but those trains which run ordinarily are not trains on purpose for the mails, but trains that simply run ordinarily from Crewe, and the bags are put into those trains, and the charge for them is 2*d.* a mile.

488. Mr. *Egerton.*] Is a guard sent with them?—I think there is no mail guard; I am not sure.

489. *Chairman.*] Is it an imperial, or what is it, that you supply to the Post-office for the conveyance of those bags?—It is according to the number of them; they have been very much increasing since the arrangement was made, and the probability is that they will take up a whole carriage before long; at present, I believe they are taken either in the guard's van, or in one of the carriages, according to the number of them.

490. Can you state whether upon the average the charge for the weight of the bags taken in the way that they are is greater or less than you would charge for any bale of goods?—Very considerably less; the Committee must recollect that there is this great disadvantage in carrying mails now by railways, which makes the charge very considerably less in proportion; there are so many different parcels now sent by post according to the Post-office regulations; that is to say, they carry books and small parcels very cheap by post, and if you take the mails at a very low rate you do not get those parcels, and therefore all railways not only lose by the actual carriage of the mail when they charge that low price, but they also have a positive loss from the parcels which are carried by the Post-office, and paid for as Post-office parcels, and which otherwise the railways would carry.

491. It has been stated that the North Staffordshire Company have made an offer to the Government for the carriage of the regular night mails, in performing the mail service of the Potteries district?—The North Staffordshire

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Railway Company made an offer to the Post-office that they would carry the whole of their mails for 1,000*l.* a year; and that if any amalgamation took place with the London and North Western Company, then that it should be left to arbitration. I think the Honourable Member for Liverpool is under some misapprehension, judging from what fell from him in that respect. The London and North Western have a contract with the Government for carrying all their mails for a certain fixed price. That, I believe, only includes their present system; and if the North Staffordshire Line became a part of the London and North Western, it would not be included in this contract, but a fresh one must be entered into for that part of the line.

492. Mr. *Egerton.*] That contract was merely made with reference to the existing arrangements?—Yes.

493. Mr. *Liddell.*] Do you mean, when you say, if a different system was adopted, in case of an amalgamation taking place between the London and North Western and North Staffordshire Railway Companies?—Yes.

494. *Chairman.*] In the offer which you made to the Government to carry the mails for 1,000*l.* a year, did you specify what the service should be, or that the Government themselves should state what the service should be?—I cannot exactly recollect. I think that the service was specified; but it was the service that was required, the whole service that was required for the accommodation of the Potteries.

495. As at present conducted?—More than the service as at present conducted, the service as required by the inhabitants of the Potteries.

496. Mr. *Egerton.*] And by the adjacent district?—Yes, Macclesfield and Congleton. I do not know whether it included Leek.

497. *Chairman.*] What was the answer of the Post-office to your offer?—It was a considerable time in arriving. I think the proposition was made about three or four months ago, and the answer arrived about a week or ten days ago; and the answer was, that 1,000*l.* was too great an expense for the Government to incur, and that the leaving it to arbitration, in the case of any arrangement with the London and North Western Company, put it entirely out of the question that the Post-office could accede to the arrangement.

498. Have you any idea of the expense of the present mode of delivery of letters in the district as to which your offer was made?—No; I have made a calculation, but I cannot recollect it exactly. I take it that the expense of taking the mails by railway would be some 300*l.* or 400*l.* more than by the present mode.

499. Mr. *Egerton.*] You are aware of the promise that has been given, that a guard should be sent with those mail-carts; that will increase the existing expense considerably, will it not?—Yes, to a certain extent; but with regard to sending a guard, I would say that if people want to rob one of those mail-carts when there is one man, they will rob it when there are two. I cannot conceive any use whatever in sending respectable old gentlemen such as they send as guards in some cases.

500. *Chairman.*] Did your offer embrace the night and the day mail as well?—Yes.

501. What is the annual amount that you receive for the day mail now?—We receive nothing at all; we have no mail on the line; it has been only since March, I think, since we have had 2*d.* a mile, and that has been established as a great concession to the inhabitants of the Potteries within the last month.

502. How many miles do you carry it at 2*d.* a mile?—I think from Crewe to the Potteries is a distance of 12 to 15 miles.

503. Twice a day?—Backwards and forwards.

504. Mr. *Liddell.*] You stated that the number of letters was very much increasing, and that the public are availing themselves more and more every day of the facilities afforded by this conveyance?—The mails are certainly increasing; I do not know that we can attribute it to that facility.

505. Mr. *Egerton.*] The traffic upon your line is increasing more than on any other railway in the kingdom, is it not?—Yes; I believe it is very large indeed.

506. *Chairman.*] Supposing that your offer of 1,000*l.* a year were accepted, how do you propose to perform the public service from Stafford, or from Colwich?—From Colwich; it would not pay our expenses at all to carry the mails from Colwich to the Potteries and Macclesfield, but we should anticipate an additional traffic in consequence of that being the shortest route to Manchester,

and

and therefore we are prepared to do that; we should have no excuse to offer to our shareholders for doing it for a smaller sum.

507. Mr. *Egerton.*] What you would lose in one way, you would gain in another?—Yes.

508. *Chairman.*] You would, in case the letters were carried by your line to Colwich, take a train right through Colwich to Macclesfield?—Yes, and from Macclesfield there is a direct line to Manchester.

509. Mr. *Macgregor.*] The facility of sending a bag of letters by any ordinary train is in the power of the Postmaster-general by the Act, is it not?—Yes.

510. He has not done that by your railway from the first, has he?—Till lately we have not carried any bags at all.

511. He has not chosen to send them, because you are aware that he has a right to do it by the Act of Parliament?—Yes.

512. There could be no impediment put it his way by a railway company?—None was put in his way; on the contrary.

513. He had a right to avail himself of this facility if had chosen?—Yes.

514. Mr. *Philipps.*] You spoke of the possible loss that your railway might sustain if the mail trains were put upon it by an interference with your carrying department?—Yes.

515. Do you apprehend that that would be considerable?—I consider that that is felt a great deal by all railways now.

516. Does that arise from parcels being sent as letters, or from books which are open at each end, and which are charged at the rate of sixpence per pound?—When a railway contracts for a certain sum to carry the whole of the mail trains, whether there are a great number of parcels, or whether there are a very few, they receive exactly the same amount, and therefore they get nothing by any of those books or parcels which are sent by the post: those are all involved in the amount of the sum contracted to be paid by the Post-office; but if they had no contract of that sort, either the Post-office would have to pay more in proportion to the number of books that they sent, or those parcels would come without going through the Post-office.

517. Mr. *Macgregor.*] The question seems to be, whether it is more important to the public that the letters should be forwarded without any delay, or whether the public should have the benefit of putting their parcels into the Post-office box; I take it that the public would be most benefited by the letters being forwarded with great punctuality; what is your opinion upon that point?—That is certainly my view of the case, and I have remonstrated several times with the Postmaster-general on the score of my belief that the Post-office is a national institution, and not a commercial undertaking, and if by law we are not allowed to send our letters our own way, but through the Post-office, I believe the Post-office are bound to give us every possible facility that they can, and that it ought not to be a question of expense as to the proper delivery of letters. In fact, it is most unfair upon my constituents, because they pay a great deal more in proportion; we are paying 30,000 *l.* or 40,000 *l.* a year, whereas the cost to accommodate us is simply 5,000 *l.* or 6,000 *l.* and therefore the whole of that 24,000 *l.* a year is profit, and we think we have a right to demand that some of it should be spent in giving us that degree of accommodation which we require.

518. *Chairman.*] As to the 5,000 *l.* a year I do not quite understand you; you state that you proposed to serve the Potteries for 1,000 *l.* a year?—Yes.

519. And that will be an increased expense of 300 *l.* a year?—Yes.

520. A witness has stated that he believes the present expense to be 6,000 *l.* a year?—Yes; it is only so far as regards our railway that I spoke. If the witness believes 6,000 *l.* to be the expense, he includes all the way from London to the Potteries and to Manchester, and all those various places with which the Potteries are in correspondence; he has taken into consideration the present amount paid to the London and North Western and other companies; this is simply a part of the saving on the expense that would be incurred.

521. (To Mr. *Hollins.*) What you have put down as the expense of the Pottery district itself?—I think it would be under 1,000 *l.*, perhaps very little more than 700 *l.*

522. Has the committee in the Potteries paid attention to that branch of the subject?—They have hardly had means of ascertaining; they can only guess at the amounts paid to many of the officers. I should have stated, that the small amount paid to the local distributors of letters, is no doubt the reason why they cannot afford to distribute those letters beyond a quarter of a mile. In most

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instances they are only paid 5 *l.* a year, and in nearly all the local post-offices they have little more than 5 *l.* a year.

523. Mr. *Egerton.*] (To Mr. *Ricardo.*) Your railway was opened in 1850, was it not?—In 1849 I think.

524. Ever since the opening of that line has there not been the strongest wish on the part of your constituents that some remedy should be provided for the insufficient accommodation that they have received?—No year has passed without the strongest representations having been made, or without deputations having gone to the Post-office, including the whole of the Members not only of the boroughs of North Staffordshire and Cheshire, but also the County Members besides, who have been to remonstrate with the Postmaster-general of the day. I am bound to say, that I have been received with excessive politeness by the Postmaster-general, but we have met with anything but politeness or conciliation from the secretary of the Post-office.

525. Mr. *Egerton.*] Is it not the case that there has not been a single gentleman who has filled the office of Postmaster-general with whom you have not been in communication?—No; it has always been a remarkable fact, that whenever a Postmaster-general has been appointed, if we have seen him by himself, he has always agreed that our terms were most reasonable, but after communicating with the authorities, he has found them most unreasonable upon the next occasion.

526. Lord Hardwick quite entered into the views of the deputation, did he not?—Lord Hardwick almost gave us to understand that he would do his best to obtain what we desired.

527. I believe the deputation were very much astonished at receiving a written answer, afterwards stating that it was impossible?—Yes.

528. Mr. *Macgregor.*] In the last 10 years it appears that the letters carried by the Post-office, notwithstanding that parcels and books and other matters have been carried, have only doubled, though the extent of railway lines constructed and in use has more than trebled, and the number of passengers carried by railways has more than trebled; does it not appear to you that it is obvious that the Post-office has not been managed in a way to give the greatest facility to the public?—Without speaking to the general question, I can only say, so far as regards the district in question, that I have no doubt whatever that the correspondence would be doubled if they had proper facilities given to them for carrying it on.

529. I would ask you whether, considering the very great extent of railway facilities now existing, and the power which the Post-office have of using them at their own command, leaving the question of remuneration to arbitration, it appears to you that the correspondence by letters would have more than doubled in 10 years, if the Post-office had chosen to avail themselves of those facilities to the full extent of their power?—I think that the inference certainly must be, that there must have been some mismangement to prevent a proportionate increase of letters with other things.

530. Or even more than a proportionate increase, Edinburgh having been brought within 12 hours of London, if the Post-office had used an enlightened system of management?—I cannot say more than a proportionate increase; I do not think that is quite an expression that I could use; as correspondence is to other matters, so would the increase be to the other traffic.

531. *Chairman.*] You say that you believe that the revenue would increase if greater facilities were given; what are the facilities that you would suggest should be given by the Post-office beyond that of carrying the mails by railway?—There is a day mail, for instance, and it would very much increase the correspondence if there were more opportunities of receiving letters; there would of course be more letters received, and if you could answer letters at a later period, and receive them at a later period, of course that would be giving greater facilities to enable people to write more letters. (Mr. *Hollins.*) If I may venture to state, the extra penny charged for the delivery of letters is a great drawback to an increase of correspondence in our district; poor people refrain from writing, knowing that if they receive a reply they must pay a penny, or else they must walk a mile and lose their time, and they do not correspond on that ground. I have known many of them state the great objection that they have to receive letters, owing to the penny; I have been applied to by different workpeople to know if I would allow their letters to be put into my bag, to avoid the

the payment of the penny. (Mr. *Ricardo.*) With regard to that I may state that there is no possible way of pre-paying the penny; if I write to a working man, I cannot pay the money for him for the delivery; he must pay it himself.

532. Mr. *Egerton.*] Of that 200,000 people living in the Potteries, the whole are engaged in trade, are they not?—Yes.

533. Mr. *Fortescue.*] You stated, did you not, that the offer of 1,000 *l.* on the part of the North Staffordshire Railway Company to the Post-office included the service of the day-mail. I am informed that that is not the case, and that the offer was made for the night-mail only. Perhaps your recollection is not quite accurate on that point?—I think it was only the night-mail; if I said the day-mail, I was wrong, the day-mail, I believe, it was previously understood we should take for nothing.

534. You stated that this 2 *d.* a mile is unremunerative to the company; can you state whether the conveyance of those bags by the ordinary mails causes any additional expense whatever to the company?—No doubt it does. Whatever room they take must be calculated as an expense; if they were to take a whole carriage, we could very soon ascertain the expense, because we have a contract for the working of the line, by which we pay for each carriage so much per carriage, and of course therefore we endeavour to put on as few as we can; and every extra carriage we are obliged to put on we must pay for.

535. Do those bags anything like approach a number that would fill a carriage?—Not a whole carriage now, certainly not; but a compartment, if there were only two or three, which is the third of a carriage.

536. *Chairman.*] You state, that as compared with merchandise the sum paid by the Post-office is less than that paid by merchants for the same accommodation?—Considerably.

537. Mr. *Philipps.*] In the loss you would also include, would you not, the parcels which would be conveyed by the day-mail by the Post-office, which would otherwise be parcels to the profit of your company?—Yes; I included that generally. It is difficult to make a calculation on that point as to the loss of the railways.

538. Mr. *Fortescue.*] Does the room taken up by those bags practically prevent you from carrying other parcels in such a way as to make them become unremunerative?—There is no doubt, wherever there is a bag, that it takes the place of a parcel, or something else; the argument might be applied to every thing; you might reduce it to carrying everything for nothing; everything you take costs you something to carry, and if you did not carry that you might carry something else. There is no passenger carried that might not argue in the same manner, it costs the railway nothing to carry him.

539. Mr. *Cowan.*] You stated, did you not, that the service which you perform for the Post-office is carrying the bags at 2 *d.* a mile, without any guards accompanying the bags?—I am not quite sure whether a guard comes or not, but the guard pays second class fare, I think.

540. Then the guard does accompany the bags?—I do not know whether he does in this instance or not; if he does they have the power of sending him, paying second class fare; and if the bags exceed the amount of luggage allowed to a second class passenger, then they are paid for, that is the ordinary rule, as excess of luggage.

541. Mr. *Liddell.*] It is a matter of arragement, is it not, between the railway companies and the Post-office, that the expense of conveying the guards is over and above the terms of the contract for the conveyance of the mails?—The contracts are of all descriptions; in some cases that is so, and in some not.

542. Mr. *Macgregor.*] Can you state whether, as railways themselves are now the *foci* of traffic throughout the country, they should become the sites of post-offices where letters should be received, and from whence they should be distributed?—I think in most cases that it would be a great advantage, and convenience for the Post-office. They have lately within a short time removed the post-office from Newcastle to Stoke, and made a post-office at the railway station, and that no doubt is a great advantage; but there are certain disadvantages in making a railway station a post-office. Sometimes the station is at some little distance from the town, and it is not convenient to the public to post their letters there, though it may be a very good place to distribute them from; but that could be remedied by a receiving-house, very easily.

Mr. *John Adams Stevenson*, called in; and Examined.

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543. *Chairman.*] YOU are a solicitor, residing at Stoke-upon-Trent?—Yes, and the Honorary Secretary to the Pottery Postal Committee.

544. Have you any statement to make to the Committee with regard to the postal arrangements of that district?—From the office which I have held as honorary secretary. I have had my attention very particularly directed during several years to the question of increased postal communication with the Potteries, and I have found, in my communications with the Post-office Department in London, that it differs very materially from the other departments of the Government; there is great delay, and the greatest possible difficulty in obtaining anything but the usual formal answer, acknowledging our letter, which shall have attention. I say that particularly in comparison with my correspondence with the Home Office and the Board of Trade, which has been very considerable, on various subjects. With reference to the arrangements which have at last been conceded to the Potteries, we are still deprived of the night mails. Our efforts for four years have been unceasing to obtain what we conceived we had a right to; namely, that when a railway passed through the district, our letters should be conveyed by it. We brought under the notice of the Postmaster-general the compulsory clause in the Railway Act, which gives him the power to use the railways, and to settle the terms at which that accommodation shall be afforded by arbitration. We have urged that strenuously upon him, and the answers we have received have been, that the Post-office authorities do not conceive themselves justified in incurring the additional expense. That has been in words, and that has been the substance of the answers which we have uniformly received.

545. Was any other cause assigned for not attending to your suggestions?—Not any; the inconveniences that we now experience, though we have a day mail, and the post-office removed from Newcastle to Stoke, are the delay in the delivery of the letters on their arrival in the morning, coming in at 20 minutes past three; though we are charged for private bags and private boxes, the letters cannot be obtained from the post-office till after seven, if you apply personally.

546. What answer have you received to any remonstrance upon that head?—That no post-office ever delivers letters before seven, and that is particularly inconvenient to persons leaving home, and wishing to have their letters in the morning; I have to go Birmingham to the district Bankruptcy Court, and the only train that I can go by leaves the station a little before seven; I cannot get my letters before leaving, and the consequence is, that for that day I never get my letters at all.

547. Mr. *Fortescue.*] That is the universal rule of the Post-office, is it not?—I do not know; that is the answer that I have received.

548. That that rule is general?—That was the verbal answer; I wrote a letter, but they do not seem very fond of writing; they generally call and give you a verbal answer; I never got a written answer yet at Stoke.

549. *Chairman.*] Have you anything to state to the Committee as to the hour at which the night mail leaves for London?—Yes; if the conveyance by railway were adopted, the time extended for posting letters in the different towns of the Potteries would be from an hour and a half to two hours longer than it is now, which would be a very great convenience, the present time being half-past eight at Stoke.

550. Do you know what the time is at other places?—There is none later; some are earlier; some are as early as eight at the extreme north end of the Potteries.

551. You think that it would be of great consequence to that district to have the period lengthened to 10?—Yes; I know that manufacturers engaged in the American trade complain of the inconvenience that they suffer by being obliged to post so early when sending their letters for the packet, invoices and letters which require a great deal of manual labour to prepare, and can only be prepared at the latest period, and they suffer great inconvenience; they use other modes of transit, sometimes sending clerks down purposely to Liverpool.

552. Do you think that that inconvenience would be entirely obviated by the addition of an hour and a half?—Considerably, I cannot say entirely; exceptional cases will arise; a person might go by the mail, and take a letter down the mail, leaving the station between two and three.

553. Is

553. Is it of frequent occurrence that a messenger is obliged to be sent down to Liverpool?—I have heard of several instances.

554. Have you any other information to give to the Committee?—The great insecurity which has been alluded to by Mr. Hollins, I beg to confirm; the conveyance of the mails across the country also occasioning considerable delay, particularly on to Leek, when there is a railway through the town, and from Stafford to Uttoxeter a mail-cart is sent.

555. At what time does the mail-cart with the London letters arrive at Leek by the present conveyance?—Between seven and eight in the morning.

556. At what time does the delivery take place there?—I do not know.

557. At which town, can you say, does the mail arrive at the latest period?—At Uttoxeter.

558. How are the letters conveyed to Uttoxeter?—From Stafford, by a mail-cart.

559. At what time does it arrive at Uttoxeter?—About eight o'clock in the morning.

560. Supposing an alteration took place, and they were conveyed by railway, at what period do you think they could be delivered there?—They might be delivered there at three o'clock in the morning, the same time as they arrive in the Potteries, going by Derby; that would be the most direct route.

561. Does your committee embrace Uttoxeter?—Yes; Uttoxeter, Cheadle, Leek, and Stone.

562. At what time does the mail arrive at Cheadle?—About eight in the morning; the letters are sent from Stone; first from Stafford to Stone by a mail cart, and then from Stone to Cheadle by another mail cart.

563. How would you propose to deliver the letters at Cheadle?—That they should come by Derby, down the North Staffordshire line, to the Blyth Bridge Station, and then be detached; there is no railway through Cheadle; it is three miles off, and they are sent by cart.

564. That would be a different mode of conveyance to that suggested by the two former witnesses; that the mail service should commence at Colwich?—Yes; that would embrace the Potteries, Congleton, and Macclesfield; I speak of towns not lying upon that route.

565. Then you would also suggest a mail from Derby to Sudbury, and Blyth Bridge to Stone, to be a continuation of the mail from London to Derby?—Yes.

566. Are you aware whether that service was comprised in the offer made by the North Staffordshire Company?—It was not.

567. That would be additional?—Yes. I may say that our attention has been principally confined to that through the Pottereries to Congleton and Macclesfield. With reference to Stone, within the last 18 months they sent their mail-cart to the Norton Bridge station, on the London and North Western Railway; an occurrence took place on two successive evenings, from the mode of placing the mails on the railway, which led to an alteration, and it was this: the train does not stop there, but there is a post on which the bags are slung, and as the train passes the guard puts out a hook and catches the bag. On two successive evening he missed, and in consequence of that the advice of bills was not received in due time, and I ascertained from Moore's bank, at Stone, that in consequence of that their advice failed, and in many instances parties were subject to very great inconvenience; in fact, explanations had to be made to satisfy people that it was an accident.

568. Mr. *Egerton.*] When did this happen?—About 18 months since.

569. Was that brought under the notice of the Post-office?—Yes, and the conveyance from Stone to Stafford was substituted.

570. *Chairman.*] You stated that you comprised Cheadle and Uttoxeter in your inquiries?—Yes.

571. From those districts, have you received any other complaints than those to which you have just alluded?—They are more rural districts, and not so deeply interested in the matter as persons engaged in commerce.

572. Uttoxeter is a considerable town, is it not?—It is, but it is a more agricultural district. With reference to the expense of the postal arrangements for the Potteries, to which my friend, Mr. Hollins, adverted, I may add that so insufficient is the remuneration at the post-office, that the salary of the person who holds the principal office at Stoke is not sufficient to maintain him. He is a

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clerk in the bank, never attending himself during the whole day, but doing it by his wife, who was previously the postmistress. I do not know the amount. With reference to the surveyor, I have had occasion during the progress of these inquiries to make application to the surveyor to ask for information, and his answer has been, that without the direction of the Post-office authorities in London he could not give any information.

573. Can you state that the postmaster is a clerk in the bank?—Yes.

574. Regularly appointed?—Yes; he goes to Newcastle, two miles from Stoke, every day, and returns; and I believe that that was the great obstacle to our getting the post-office removed to Stoke, and that the officers in the surveyor's department added very much to those obstacles.

575. You state that his wife was formerly the postmistress?—Yes.

576. While she was postmistress, were there any complaints against the management of the Post-office?—No; I think that generally it was satisfactory.

577. Have you, since the change has taken place, had any complaints?—We had, immediately on the alteration of the delivery to the Potteries from Stoke, a great delay in transmitting letters from Stoke. I received from Burslem a memorial to the committee calling their particular attention to that.

578. Have those defects been remedied?—I saw the postmaster upon it, and he attributed it to irregularity on the London and North Western Railway; but from the time of the complaint made, the cause shortly after ceased.

579. Have you heard any complaints as to the remuneration to the persons in the receiving-houses in that district?—Yes; a great many parties complain that their salaries are very insufficient for the time that they are occupied and the responsibility which devolves upon them.

580. Can you give any information as to the amount of remuneration given in that district?—Speaking from memory, I believe it is 20*l.* a year; 15*l.* or 20*l.*

581. What is the time occupied, do you suppose, in performing the duties at the receiving-house at Stoke?—I conceive that it would occupy one person's time entirely to answer applications for money orders and the delivery of letters and receiving them.

582. The receiving-house at Stoke is a branch, is it not?—Yes; they will not deliver any from the principal office, and they will not answer any inquiry nor deliver any letters.

583. There is no money delivery there?—No, it is merely a sorting-office.

584. Who performs the duty at the Stoke branch office?—There is now a clerk from the main office.

585. His salary is 20*l.* a year, is it not?—The previous postmaster's was either 15*l.* or 20*l.*

586. Can you state that from your own knowledge?—That was what I was told by the postmistress.

587. Mr. *Hastie.*] Is there any other emolument besides the salary?—No.

588. *Chairman.*] Is there any emolument from the bags?—No; they are claimed entirely by the head office; then it was at Newcastle, it is now removed to Stoke. The bags are delivered in the same way from that office.

589. Mr. *Hastie.*] Is there not a commission allowed upon the stamps?—Yes.

590. Mr. *Egerton.*] Is there any commission on Post-office orders?—That goes to the revenue.

591. Mr. *Hastie.*] When vacancies occur in those sub-offices, is there much difficulty in filling up those vacancies?—People take them who are connected with business generally. It accustoms people to go to the shop. I have also to state that there being a large machinery in the different post-offices employed, it would tend very greatly to the public convenience if we had two distinct deliveries in the course of the day of the correspondence between the towns in the district, on the same principle as the posts in London.

592. *Chairman.*] How many deliveries are there?—Two; one in the morning and one in the afternoon.

593. Mr. *Egerton.*] Are there two London mails?—Yes; the London mail and the North mail both arrive now at the same time.

594. *Chairman.*] Does the delivery go through the whole district?—Yes, through the whole district.

595. Mr.

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595. Mr. *Egerton.*] Supposing that you wanted to write from Stoke to Etruria or to Burslem, two important seats of manufacturing industry in the Potteries, when would the letter be delivered, in either of those two places, in the course of that day?—I could not receive an answer to it by post on that day. I must wait till the next day for an answer, the distance being some three or four miles.

596. I believe it is in those three places that the great mass of the trade is carried on?—Yes; the towns extend over a district of seven miles. There is a succession of manufacturing towns; they are almost connected one town with another.

597. In fact, the whole of that district is one mass of manufacturing population?—Yes.

598. Do you agree with Mr. Hollins, that the transmission of the letters by the North Staffordshire Line would remedy the whole of the grievances of which you now complain, and with the addition of having more frequent deliveries from the immediate districts?—Yes; and we should get then the earliest possible delivery that we could require, and the latest transmission.

599. Do you also agree with Mr. Hollins, that the difference in the relative expense between those two modes of conveyance would be very small?—Very insignificant.

600. And if the additional expense which is incurred by putting on guards to accompany those mail-carts is taken into consideration, that will almost make it equal?—Yes, that would approximate the two very much.

Edward Christopher Egerton, Esq., a Member of the Committee; Examined.

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601. *Chairman.*] YOU represent Macclesfield in Parliament, do you not?—Yes.

602. You have some statement, have you not, to offer to the Committee as to the postal accommodation of Macclesfield?—Yes. From the time that I became Member, there have been unceasing complaints made to me from the whole of the district, not only comprising Macclesfield, but the districts not in Macclesfield, but which contain a very large population adjoining, such as Congleton and Leek, complaining of the very insufficient way in which their postal arrangements were conducted.

603. Will you state the different kind of complaints which have been made to you?—The great complaints were at the time to which I am referring, namely, in the years 1851 and 1852, that the whole of the London letters at that time came from London to a place on the North Western Railway, called Chelford, and that they were then conveyed to Macclesfield, a distance of between seven and eight miles by a mail-cart, and great complaints were made as to the very insufficient way in which that service was conducted; I speak now of Macclesfield alone. There were several instances which were brought under my own notice, where the driver of this mail-cart was found in one part of the road and the cart in another, and the horse in a third; but by some special interposition of Providence, there seemed to have been no actual loss of letters; those cases were represented to the Post-office, and the usual answer given, that the case should be attended to.

604. When were those complaints made?—They were made in 1849 and 1850, and then there was one again in March; I cannot pledge myself to the exact dates, but I have an extract from a letter from a gentleman, which I will read to the Committee. He says, "In the year 1850 (winter), I came from London by the night mail train; on arriving at Chelford at 4 A.M. (very dark), found a boy waiting for the bags with a dog cart (*dos à dos*) he put the bags in the hind seat, and we sat before; they were too large to allow the flap to close, but some man turned up who was going to Birtles, and who sat behind and took care of them; when he left us, the lad took one of the bags over the back and sat on it, the others being tied together, remained under the now vacant seat, and in that state, we arrived at the Macclesfield post-office at break of day" (about five in the morning).

605. When did this occur?—Somewhere at the close of 1849, or the beginning of 1850.

606. Does that mail-cart still run?—I am bound to say that the person who horses the mail-cart has been altered since that, and there is no reason to com-

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plain of the service; the driver has been generally a steady man, and it is very well done; but in October of this year there was a complaint of the man getting drunk, and being thrown out of his cart, the cart and horse being stopped by some man in the middle of this road, with all the letters in the cart; that happened once in this year. I brought that case under the notice of the Postmaster-general, and I am bound to say that nothing could be more satisfactory than the way in which he attended to the grievance; and I believe it was owing to that case that an intimation was received from the Post-office that a guard should always accompany the mail-cart. I should state, from information which I have received, that very large sums of money are very often sent in that way, as much as 5,000*l.* or 6,000*l.*, and the inhabitants thought that that was not a safe way of transmitting their letters, especially when a railway ran through the heart of the town.

607. Have you any other complaints to make?—There is one that has been forwarded to me. Macclesfield is the centre of the silk district, and the population in the borough of Macclesfield now amounts to 80,000, all principally dependent upon the silk manufacture. I am told that in the adjoining townships, such as Congleton and others, there are also branch manufactures of silk, and that there is a perpetual communication between the employers of labour in Macclesfield and those different places, and they complain very much of the great delay that there is in the transmission of letters from Macclesfield to those places; that instead of their letters going by railway, which would occupy a few hours in the day, they have to go by this mail-cart to Chelford, and there get upon the London and North Western Railway, which I might say takes up as many days as hours if the North Staffordshire Railway was employed as a means of transmitting the letters.

608. Can you state how long it requires to correspond between Macclesfield and Congleton?—I am told that it takes two days; I wish to guard myself by saying, that I cannot speak upon my own accurate knowledge, but from the information which I have received from others, the distance being by railway seven miles.

609. Mr. *Fortescue.*] Do you mean that an answer does not arrive till the next day?—No, the day after that, two days.

610. *Chairman.*] If you write a letter from Macclesfield to Congleton on Monday, you get your answer on Wednesday?—Yes; and if the North Staffordshire Railway were employed, an answer could be obtained on the same afternoon, because there are trains going at all hours of the day.

611. You stated, did you not, that Congleton is supplied from Chelford as well as Macclesfield?—Yes; I am not quite sure whether from Chelford or some other place, but they receive their letters in the same way by mail-cart, though the railway runs through the heart of Congleton.

612. What course do you consider a letter takes to go from Macclesfield to Congleton by the present mode of conveyance?—I imagine that it would go by mail-cart to Chelford, and there get upon the London and North Western Lines, through to Holmes Chapel, and then be conveyed in like manner by mail-cart, making it a transmission of some 16 or 17 miles by that route, the distance by the railway being exactly seven miles.

613. Between Leek and Macclesfield, what time does it require?—I cannot speak to that, my attention has been called purely to Macclesfield; but I know that in all the representations which have been frequently made, and the deputations which have gone up, we have always been accompanied by the Members for South Cheshire, as representing Congleton, and the Members for Staffordshire, as representing the particular case of Leek, and the Members for the Potteries.

614. How is the correspondence between Macclesfield and Manchester maintained now?—I am not aware whether they use the railway from Macclesfield to Manchester to convey the mails, but London is the great consideration; it is the London letters that they look to more than anything else, and the local letters.

615. The great silk manufacturers at Macclesfield have branch establishments at these various towns, have they not?—Yes, many of them; and it is of great importance that there should be frequent means of communication. A large manufacturer told me in Macclesfield the other day, that when he had occasion to send to Congleton, he always sent a special messenger; that it was worth his while to send a special messenger by railway at a cost of some 5*s.* or 6*s.*, sooner than transmit a letter, on account of the great delay. There is also this complaint,

plaint, which I believe is common to every other town; there is a general opinion that the service of delivering letters is not as well performed as it might be, from the inadequacy of the carriers employed, and great complaints are made of the late hour at which they occasionally receive the letters in the morning.

616. How many deliveries are there in Macclesfield in the day?—Two from London; I cannot speak to any other; the Post-office has made this concession as to a guard, in consequence of feeling that we had a very strong point. I never directed my remonstrance to the Post-office as to the time, because I felt that we had not a strong case as to delivery of letters. They arrived in the middle of the night, and whether they came one way or the other, the delivery ought to be reasonably early. The point that we insisted upon was the great insecurity, and the Post-office has given us a guard; but I heard this morning that the guard is quite an old man, quite inefficient, and that the pay was 7 *s.* a week; I leave it to the Committee to say whether that is not a perfect mockery. A man is wanted as a serviceable officer to accompany the mail-cart in the dead of the night, and the allowance made to him is 7 *s.* a week, which is really worse than useless. I was told that the man was obliged to go round to some of the principal manufacturers of the town to ask for an outfit, as the Post-office would allow him nothing in the shape of great coats.

617. Where is this guard employed?—Between Macclesfield and Chelford, which is a station on the North Western line by which the night mails are conveyed from the North Western to Macclesfield, between seven and eight miles. The day letters do come down by the North Staffordshire line; our wish is, that the night letters, which form by far the greater bulk, should be conveyed by the North Staffordshire; and we say that the Post-office would gain in point of actual expense, because, if they carry on the system of guards through the Potteries, and pay them adequately, that must form a large additional item in the expense. The Committee will see by the Return the amazing number of places served in the Potteries by the mail-carts. We also say besides, the great advantage that would be given to Macclesfield by a direct communication, other great facilities would be given between Macclesfield and the large towns in the neighbourhood, where a great portion of the silk manufacture is carried on.

618. Mr. *Fortescue.*] Is it the course of post between Macclesfield and London that you complain of, or the arrival of the mail in the morning?—No; I felt that we had no right to complain of that; our complaint was principally as to the insecurity of the mode of transit.

619. And as to the local post?—Yes; I thought it would be wrong to bring the other case prominently before the Post-office, because the Post-office mails arrive at Chelford between two and three in the morning, and they ought to be in Macclesfield between four and five; there can be no delivery before seven, so that whether they come in by three or five, makes no difference.

620. You think, provided the letters arrive at Macclesfield and leave Macclesfield at convenient hours, giving sufficient time for answering letters, you do not inquire how the service is performed?—As long as it is not performed by the mail cart in the dead of the night on a road with no houses, and we want likewise additional communication with the neighbouring places.

621. You desire that it should be performed in a safe way?—Yes, that is it; I should state, that having heard Sir George Grey's evidence, I most fully agree with him as to his suggestion; I believe that there will be no good effected till we have some officer whose business it shall be, unconnected with the Treasury, to listen to all the representations of grievances; to be in the House of Commons, and to give a short and speedy remedy to any grievance; this grievance has now existed from the year 1850.

622. Have any of those various memorials to the Post-office complained of the course of post between London and the Potteries?—All of them; the different memorials of which I have a copy here, and which I can read to the Committee, have been frequent.

623. You do not complain of the course of post between London and Macclesfield?—I do not complain of the actual time that the post takes, but of the mode in which it is done, and of their employing mail-carts instead of the existing railway.

624. You complain simply on the ground of the danger?—Yes; this is a memorial (*producing the same*) that I will read the last but one. There has never been for some years a Postmaster-general, that we have not tried our chance with;

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I am bound to say, that the only man who ever attempted to do justice to the inhabitants of this district, was Lord John Russell, when First Lord of the Treasury; I will read this memorial which was presented to Lord Hardwicke: "That although a railway communication runs through the town, connecting it with Manchester to the north, and Birmingham and London to the south, the letters to and from this place are conveyed by gigs and omnibuses, four times daily to Chelford," that was before the day mail train was put on; "a distance of seven miles to be thence forwarded by rail to Manchester, Birmingham, London, &c. That such a means of transmission, being by night as well as by day, is very insecure and dangerous. That it is also extremely irregular, being conducted by boys as well as men, frequently in a state of intoxication. That in the course of the last week, on one occasion:" this was in 1852. "The bags which ought to be taken hence at 1.45 o'clock a.m., were forgotten to be called for, and were despatched afterwards at 5.45, and that the complaints of the public about the mode in which this service is done are universal. That on another occasion within the last fortnight, the mail-cart arrived at the toll-bar, about a mile from Macclesfield, at a very early hour in the morning, without any driver, and it was brought to the post-office by the keeper of the toll-bar, and that the driver, who had been convicted of felony more than once, had fallen from the cart in a state of intoxication." I am bound to say, that there is no ground of complaint now; the service has been taken by another person, and there is no complaint against the driver, or against the mode in which it is done; that related to a different state of things when there were complaints. "That your memorialists have repeatedly addressed the Post-office authorities, by memorial and otherwise, and lastly, applied by a very numerous deputation from all the towns interested, to the late First Lord of the Treasury, but their applications have never been complied with. Your memorialists pray, therefore, that they may have the same advantages of speed, regularity, and security in their postal communication that is enjoyed by the rest of Her Majesty's subjects."

625. Since that mail-cart has been in respectable hands there has been no loss or irregularity?—There has been no complaint, but they feel they are always subject to it.

626. Before the establishment of railways, mail-carts were very common, were they not?—Not to Macclesfield, because there was the London mail, which brought all their letters, so that they are worse off now than when they had a regular delivery at their own post-office. I should state, that Mr. ——, the Post-office Surveyor, has not the means of making himself acquainted with the wishes of the district.

627. In what district is Macclesfield?—I am not sure; but I have had frequent representations made to me on this subject. There is no complaint made against the Surveyor himself. He has always evinced the greatest civility; but they say that from living at a distance, he is not able to know the wants and requirements of the district.

628. Mr. *Liddell.*] Where does the Surveyor reside?—At Derby, I have just learnt.

629. Mr. *Herbert.*] You stated that repeated representations had been made as to these grievances, and it was stated by Mr. Ricardo that the grievances of which he had complained had always been received by the different Postmasters-general with great courtesy, and that hopes were held out that they would be remedied; but that when the Postmaster-general came to communicate with other offices connected with the Post-office, they seemed to have managed to change his mind?—That was the impression certainly left on my mind, from the last communication that I had with Viscount Canning, at the same time I must say, that nothing but the greatest civility was ever shown. We were told that we certainly had a strong case, but that it was a very difficult thing to alter. Lord Canning has evinced the greatest wish to meet our case. I have seen him four or five times, and he has shown great knowledge of the subject, and has looked into it most thoroughly; he took the trouble to go through all the different time-tables, to see what time might be gained; but we had no reason to complain of the time. Our complaint was as to the insecurity of the mode in which it was done; that where there was an existing line that might be used, they preferred to use an antiquated mode of conveyance.

David Veasey, Esq., called in; and Examined.

630. *Chairman.*] YOU reside at Huntingdon, do you not?—Yes.

631. You are a Banker there?—Yes.

632. You have some statement to make to the Committee, have you not, as to the mode in which the Post-office service is conducted at that place?—Yes; I have made many applications to the Post-office myself, and I have also accompanied a large number of gentlemen, Members of Parliament and other influential parties, and who have presented memorials from time to time. The ground of our complaint is this; we have a direct line from London, only 65 miles by road, and less by the Great Northern Railway that passes through our town, yet we are not allowed to use it; they insist upon our sending the letters round by Cambridge to join the Eastern Counties, a mode of sending the letters that I feel as many other gentlemen similarly circumstanced with me, bankers, is very inconvenient, for we must necessarily repose in this conveyance a great deal of property. Though the Great Northern Railway is perfectly direct from London to Huntingdon, and so on to the North, they require us to adhere to the old regulation of sending our letters round by Cambridge, 16 miles, which is now a very lonely line of road indeed, because the railway has taken all the traffic from the road, and there are very few houses on the line, and the consequence is, that our remittances and our letters are sent by a cart driven by a single person, and this goes at night from Huntingdon at nine o'clock. It takes the mail from St. Ives, about five miles from us, and goes on the remaining 16 miles to Cambridge. There have been accidents, and there have been robberies, or at least two attempts; and to show the Committee how little the Post-office have minded us as to security, the present person who drives this cart is a cripple, and if these parties were determined to take the bags from him, they have nothing to do but to unscrew this poor man's wooden leg, and leave him in the middle of the road, and our property is at their mercy; that is the case now.

633. You state that he has been twice attacked?—Yes. I am not certain whether in one instance it was not something like a feigned attack; the first was undoubtedly real, and the plan pursued was this, some men were employed on the road by parties determined to rob the mail, and they placed a rope across the road in order to throw the horse down; but it happened that there were some farmers going early in the morning to a distant fair, and they came down by a lateral road and surprised these fellows; but the rope was found on the road. That was the means employed by those persons to secure the horse falling down, as an easy mode of taking the property. I believe the Post-office were informed of it; I have several times had interviews with Colonel Maberly, and he has recommended me over and over again to bring deputations, and send memorials. We have done so; they have been signed by all the proprietors in our neighbourhood; Lord Sandwich, the Duke of Manchester, and everybody has signed them. We have done everything that we could, and we have experienced great civility, but we have never obtained any relief. Colonel Maberly said, if we would agitate, we should obtain it; the truth was, that at the time we first made application, the Great Northern was not direct from Peterborough; there was a loop-line, and they said that if the route was made direct, if the direct line was completed, then the benefit that we sought, or at least the convenience we desired, would be insured to us. Now, that road has been completed two years, and we have not yet secured the object which we desired to attain.

634. Have you made any remonstrance since that line was completed?—Yes; but it has not been effectual. They have done one thing, they now let us receive our letters direct from London, but they will not allow us to send our letters back. It is a convenience undoubtedly to receive our letters direct from London, because we get them three hours earlier (I mean the second post) than we were accustomed to do.

635. How do your letters come direct from London now?—The second delivery comes by the Great Northern; the first delivery comes by the Cambridge Line still.

636. Does the night mail from Huntingdon go by the Great Northern?—No, by the Eastern Counties, by this cart of which I have spoken.

637. Is it the day mail that comes by the Great Northern?—Yes.

638. By that day mail you may not answer your letters?—No, we cannot send them upwards.

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639. Mr. *Milner.*] You have no advantage of the day mail?—None. I can communicate with parties in half an hour, when it takes two days by railroad. In fact, our situation is most anomalous.

640. *Chairman.*] From your knowledge can you state whether the correspondence at Huntingdon is of any great amount?—It is considerable to all the surrounding districts in this way, very large remittances go from time to time, and I have felt the great insecurity of it, and have expressed it over and over again to Colonel Maberly. Latterly I had an interview with Mr. Rowland Hill, and nobody could be more obliging or civil than he was; but he said that it was not their fault; that it was a matter of finance with them; and that the railway had too large a sum of money. Now, knowing Mr. Denison, at whose request oftentimes I have gone, and I have said to him, "The complaint is with you;" and he said, "I declare to you that we have desired to meet them in every way; but it is taken out of our hands by the Act of Parliament." I am no lawyer, but I have put this down: there is an Act of Parliament, the 1st & 2d Vict., c. 98, s. 16, wherein it says, that should there be any difference as to the charges, it may be referred to arbitration, that the public might not be deprived of the benefit of communication on the ground of any difference of charge. Now, Mr. Denison told me that he would make it quite public, that those gentlemen whom he had requested to attend at the Post-office should not be deceived, because they had over and over again said that they were willing to abide by the provisions of that Act, and not to demand more than arbitration would give them. It would be an immense convenience to us; and it seems an extraordinary thing, that when the railroad passes our very doors, they should require us to accept this very unsafe mode of traffic.

641. Mr. *Fortescue.*] Will you state the hours of arrival and despatch of your London letters?—I believe they arrive at about two or three in the morning from Cambridge, that is the first delivery; the second is about half-past 10 or 11.

642. At what hour are they despatched to London?—They are despatched at half-past seven or eight; at eight I think they go to Cambridge.

643. Do you complain of the course of post between Huntingdon and London?—Certainly we complain that we are not allowed to use the direct line.

644. Do you complain of the hours of arrival and despatch, are they inconvenient?—No, not the hour of arrival; but we should be benefited if we had longer time to despatch them.

645. How long have you?—The office is closed at seven or half-past seven. If we could make use of the Great Northern Railway it would not be closed till 10 or 11; by the old mails we had greater accommodation than we have now.

646. But you have a whole day to answer the letters, have you not?—Yes.

647. You complain more of the insecurity of this mail-cart than of the hours of arrival and despatch?—I complained also of the delay, because in the intermediate towns between Huntingdon and London, we cannot communicate under two days, while I could go in half an hour. I have an agency at St. Neot's, nine miles off, and in order to communicate there, I must send the letter round by Cambridge by the mail-cart; another mail-cart takes it back again, and it takes 32 miles to do that, when it is only nine miles distant from us, and it might be done in a quarter of an hour by railroad.

648. You complain of the local posts?—Yes; compelling us for the sake of the arrangement that Mr. Rowland Hill said involved the communication by the Eastern Counties, which they desired still to retain, because, if they were to have a new arrangement, in would involve some difficulty as to Yarmouth and Norwich.

649. As to the London post, do you think that a country town like Huntingdon, where the letters come in early in the morning, and go out in the evening, has much reason to complain?—Yes, I think we have great reason to complain; I think if they compel us to make use of an insecure mode of conveyance, when we might have one perfectly secure, we have great reason to complain.

650. But as to the hours, do you complain?—That is a very trifling matter; it would be a convenience to have an hour or two more, but that is not the material grievance.

651. If you found that the letters were safe, you would not complain of the hours?—Exactly, the hours are not the cause of grievance.

652. Mr. *Milner.*] How is your communication with the North carried on?—If I receive a letter from Edinburgh or from Retford, it goes now to London before

before it reaches me; it goes to Cambridge and then to London, and then back to me, though Retford is on the immediate line to London, and instead of coming to me, it goes round to London, and comes back to me again.

653. Mr. *Blackett.*] Is all your northern correspondence conducted in that way?—Yes.

654. Mr. *Liddell.*] Are you aware whether there is any considerable amount of correspondence between Huntingdon and the large towns in the north?—I cannot say that it is very considerable, our chief correspondence is southward; we have corn merchants who communicate with the north, with Leeds, and Wakefield.

655. You have had, yourself, several interviews with Colonel Maberly, and if I understand you, he recommended continued agitation?—Yes.

656. Did he, in recommending that course, lead you to imagine that you might arrive at the satisfactory result of obtaining the conveyance of your letters by the Great Northern line?—Yes. I did not expect, when the direct line was formed, that I should have to trouble this Committee. Mr. Rowland Hill also said the same thing, that if they could agree with the Great Northern Company they would be very glad to give us the accommodation, and they felt that it was entirely the fault of the company.

657. Did it ever occur to you to meet Mr. Rowland Hill and Colonel Maberly at the same time?—Colonel Maberly introduced me into Mr. Rowland Hill's room; and moreover, at the time that I saw Mr. Rowland Hill, Mr. Seymour Clarke had just at that moment left the room, and he intimated to me that they had had some little difference as to the amount of charge.

658. *Chairman.*] What was the date of that interview to which you allude?—Those interviews have been several times within the last two or three years; the last one was last year.

659. Have you any complaints to make with regard to the distribution of the letters?—Not at all.

Mr. *Edward Page*, called in; and Examined.

660. *Chairman.*] YOU are connected with the Post-office, are you not?—Yes; I am a Senior Clerk in the Secretary's Office at the Post-office.

661. You have been present during the time that the last witnesses have been examined?—Yes.

662. Confining your attention to the first case, that of the Potteries district, it appears that great complaints have been made in that district of the mode in which the Post-office service is conducted; first, as to the insecurity of the mail conveyance between Whitmore and Stoke-upon-Trent; have you any answer to make to what you have heard upon that subject?—I believe that the insecurity to which the principal ground of objection at present amounts, has been mostly alluded to in the complaints and remonstrances which we have received from that district, but every Postmaster-general who has been in office for the last 13 or 14 years has considered that the general complaints on that ground were entirely without foundation.

663. At the same time it has appeared in the examination of witnesses, on this and other cases, that serious accidents have occurred to the mail-carts; that they have in some instances been conducted by drunken officials, and in other cases been attacked by robbers, and from that has arisen some of the complaints which have been addressed to the Post-office?—I have heard the complaints of irregularity which have been spoken of, but I believe that irregularities will arise whether the service is performed by railway or mail-cart; we cannot always get good servants, and occasionally irregularities will arise, but whenever we find out that a contractor or a servant does not perform his duty properly, he is either removed, or steps are taken to insure the service being better performed hereafter. I did not hear any witness say that any of the Pottery mail carts had been robbed; and in regard to robbery, perhaps the Committee are not aware that the greatest robbery that the Post-office has ever sustained was by railroad, by the Great Western, about three or four years ago, between Bridgewater and Bristol, where the thieves got outside a railway carriage and into the mail carriage. My own opinion is, that there is not the slightest foundation for the apprehensions of insecurity. I heard one of the witnesses very properly state, I think it was Mr. Ricardo, that if persons are disposed to rob the mail with one

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guard, they will go in a greater body if there are two guards, and if there are three guards six or eight men will attack it; there is no end to the security that you might be called upon to give. Taking all the mail-carts throughout the kingdom, I believe I am safe in saying that the robberies do not average one in five years; I think probably it will be even less than that. During my experience in the Post-office of 12 or 13 years, I do not think that I have heard of more than four cases of the robbery of mail-carts.

664. Can you make any statements as to the accidents that have occurred to mail-carts?—The accidents are probably more numerous. I have no means of stating what would be the average amount of accidents to mail-carts, but in regard to delays, I should say that the regularity of the mail-carts is certainly far greater than the regularity of trains conveying mails.

665. Mr. *Egerton.*] Are you acquainted with all the memorials which have been presented at different times from the district of the Potteries and from the North Cheshire district?—Yes, upon the subject of the insecurity of the letters; and most of them have passed through my hands.

666. Can you state whether frequent cases have not been brought under the notice of the Post-office of accidents, not of actual robberies, arising from the misconduct of the drivers of those mail-carts?—I think I have admitted that the accidents are much more numerous.

667. What is the exact number of accidents that have happened?—I cannot give that information.

668. What induced the Postmaster-general to insist upon the system of guards?—I believe the offer to send a mail guard with the mail-carts travelling between Whitmore and Stoke, and between Chelford, and Macclesfield, was made by Viscount Canning, as some compensation for not being able to comply with the wishes of the inhabitants as to the use of the railway for the night mail; that was the time that the offer was first made.

669. Is it your opinion that his Lordship did not think that there was any necessity for it, and that it was merely a sort of act of grace?—Undoubtedly, I think that was his motive.

670. He thought that the additional expense was not to be considered as compared with an act of compensation?—I think he considered, that by sending those guards, he would remove all fair ground of complaint as to insecurity, and lessen the force of the applications for the use of the railway.

671. You have begun the system of guards between Chelford and Macclesfield, have you not?—I am not sure; I know it has been sanctioned.

672. Can you state what you pay that guard per week?—I cannot state from recollection.

673. The Committee are informed that he is paid 7 *s.* a week, with no outfit?—It is probable that that may be the amount which we pay him, but if I remember rightly, we only employ that man during a portion of the 24 hours, and he is engaged in other pursuits during the day-time, and of course, the Post-office, when it can, does save expense, and pays only for a portion of a man's time.

674. Do you consider that 7 *s.* a week is a just remuneration for a man to be out every night of his life?—I think in fixing the amount, the Surveyor of the district is guided by what he thinks the fair market value of the man's services, and if a good man can be got for that amount, I should call that the market value of his services.

675. You state that you have only known of four instances of robberies, did you happen to hear of the mail-cart from Wolverhampton to Lichfield having been robbed last year?—Yes, I did hear of it.

676. What were the circumstances?—I am not quite sure whether the case I recollect was one of robbery; I heard of it in consequence of the complaint of Mr. Villiers. My impression is, that a part of the letters escaped from the mail bags, owing to the improper construction of the cart; that the bag hung outside of the cart and was cut by the wheels; I have not heard of any case applicable to this cart coming within the description of a robbery.

677. Was not there a case of irregularity in the month of October last, between Chelford and Macclesfield?—Yes, and I did see an application with respect to that.

678. *Chairman.*] One complaint urged from the Potteries is, that an extra penny is charged upon all letters delivered at half a mile from the main office at Stoke-

Stoke-upon-Trent, and a quarter of a mile from the district post-office?—All that I can say upon that subject is, that to every receiving office or post-office, a certain district is attached within which letters are delivered without extra charge; that limit is fixed as far as is considered necessary for the general convenience of the town or district, but of course does not include all the houses that can possibly receive letters from that post-office; it only includes the largely-populated district within a certain radius from the office.

679. How many district post-offices are there in the Potteries?—About 12.

680. Do the letters go free within a quarter of a mile of all those 12 district post-offices?—I cannot say that they go free within a quarter of a mile of those district post-offices, but they go free within a certain radius from the office, and the letter-receiver is paid a certain amount for delivering them to the inhabitants in every town or village.

681. You cannot state from how many places they deliver the letters?—At every office; a delivery is attached to each of those 12 offices.

682. Mr. *Hastie.*] What is the radius?—It is not an even radius at all, the boundary is an irregular one; it is drawn by the district surveyor to meet the general requirements of the neighbourhood.

683. *Chairman.*] He in all cases fixes the circuit within which a letter shall be delivered free?—Yes, in all cases throughout Great Britain and Ireland.

684. Mr. *Divett.*] Is some particular principle laid down upon which that is done?—I am not aware. I believe it is fixed with reference to the general convenience of the town or village.

685. Mr. *Fortescue.*] Is it fixed with reference to the amount of population within a given radius?—Sometimes the population is in a very compact form, and at others very widely scattered; and when that is the latter, we cannot, without incurring a large expense, embrace so large an amount of population.

686. Mr. *Egerton.*] How is that additional penny imposed; is it by any order from the Post-office?—Every postmaster who delivers letters beyond his boundary is entitled to charge something for his trouble; I believe it is usually considered that he will be allowed to charge a penny a mile.

687. Have you ever had any question as to the legality of that charge?—I cannot answer that question.

688. Mr. *Liddell.*] Is that extra charge received by the Post-office, or does it go as a payment to the man himself?—Whenever an extra penny is charged, it is kept by the postmaster, or the person he sends with the letter; it does not come to the Post-office revenue.

689. Mr. *Egerton.*] Have you a return made to the Post-office of what the amount is each year from each postmaster?—No periodical returns, but occasional returns are made of the profits derived in this way.

690. What would prevent the postmaster putting on as much as 2*d.* or 3*d.*?—Public complaints would probably soon rectify that.

691. If he lived in a neighbourhood where the people were not very particular about it, he might do that, might he not?—I think if a postmaster did wrong, and we did not know of it, and the public did not complain, it might go on for a length of time.

692. Mr. *Liddell.*] Have any instances of that sort come under your notice?—No; if they did occur they would not come under my notice; I hear occasional complaints of an extra charge being made, and I believe the general answer is, that the Post-office recognizes a charge not exceeding a penny a mile for conveying a letter beyond a fixed boundary.

693. Mr. *Egerton.*] When the distance is one mile you charge more than one penny, do you not?—I believe that to be the regulation; I do not speak with certainty.

694. Is there no regulation in the Post-office with regard to that?—I believe there is none.

695. Do you leave it the district postmasters to charge what they like?—I really cannot speak with any great certainty upon that point, because the regulations in that respect do not come within my branch of duty.

696. Under whose cognizance would that come?—It would be dealt with by another officer in the Secretary's Office.

697. What is your particular branch of duty?—The circulation of letters throughout the kingdom.

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698. Does not the actual charge of an additional penny apply to that?—No, that would be dealt with by the officer who deals with all questions of delivery.

699. What is his name?—Mr. Baker.

700. Is it from instructions derived from him that those postmasters in the country have the means of charging more than a penny when the delivery is a mile, or over?—All the instructions originate with the secretary, and they are merely communicated to the officers by Mr. Baker.

701. You are not acquainted with that subject?—I have been engaged the whole of my time in the circulation department; there are eight or 10 other departments of which I know little or nothing.

702. Mr. *Fortescue.*] You are not bound to be acquainted with them?—It is utterly impossible.

703. Mr. *Philipps.*] You spoke of a robbery on the Great Western Railway as the heaviest that has ever happened; on whom did the loss fall in that instance?—I believe that the Post-office in no cases is liable for the consequences of any robbery.

704. Or the railway company?—Or the railway company.

705. Mr. *Egerton.*] You stated, did you not, that you were not certain whether there was any robbery in the case between Wolverhampton and Lichfield; did you never hear of a trial at the assizes about it, and of the men being convicted?—If there was a robbery, I did not hear of it, nor of the conviction of the men.

706. In all cases of the loss of letters by any robbery, you prosecute by your own officer, do you not?—The Post-office solicitor advises with the Attorney-general as to a prosecution, and if he recommends it, then a prosecution is instituted, and conducted by the Post-office.

707. In every case, supposing a common case, at the sessions?—I cannot say in every case, but that is the general rule.

708. Mr. *MacGregor.*] In the case of a person being charged a penny, or sixpence beyond the amount of the stamp upon a letter, if a well-informed person he would probably resist it, and not pay it, or he would make an immediate complaint to the Postmaster-general?—Yes, I have no doubt, whether it were a legal charge or not, that complaint would be made.

709. But the humbler classes have not such ready means of complaint?—Almost anybody who can write, or has a friend who can, can address a remonstrance to the Postmaster-general.

710. The Committee have been informed that complaints have gone on against the Post-office for years, unredressed; are you aware of that fact?—I think not, on the subject of extra charge; on the subject of the general arrangements of the Post-office there have been complaints.

711. What remedy would a person have who had been charged extra by a postmaster?—The only remedy would be an appeal to the Postmaster-general, whose decision I believe would be final, and against which there would be no appeal.

712. If a complaint had gone on for a long period, and were neglected, that redress would not be obtained?—I think that every just complaint would be redressed by the Postmaster-general. I am sure that every complaint is inquired into.

713. You have stated that the regularity of the mail-carts is greater than the regularity of railways?—That is my opinion.

714. What is the average rate per mile by the mail-carts?—It is usually considered that a single horse mail-cart travels at the rate of eight miles an hour; but that varies according to the nature of the road. On some roads eight miles an hour cannot be maintained; on others, a faster pace is maintained.

715. What is the distance that they generally travel?—We have them over various lengths, from fractions of a mile to 30, 40, and 50 miles.

716. Are they generally subject to the same contingencies as trains that travel hundreds of miles?—I think they are not subject to so many chances of delay.

717. Taking the same distance, are not railways more punctual that mail-carts?—I think not. I think that the mail-cart service throughout the country, is generally performed with great regularity. As to time upon railways, the mail conveyance of the country is not performed with the same regularity.

718. Are there no exceptions?—Undoubtedly; but I am speaking generally only.

only. The result at which I have arrived is, that the mail-cart service is performed more regulary than the railway mail service of the kingdom.

719. What returns have you to enable you to arrive at that result?—We have returns of the working of all the principal mail trains entered in a book. We have also returns (besides the daily time-bills) of all the mail-carts, with quarterly reports of the regularity with which that service has been performed.

720. How does it happen that in the Return before this Committee it appears that the letters are scarcely in any one instance delivered at the terminus of the railway at the time fixed in the time-bill by the mail-carts?—The time given in that return is the time at which the last mail bag arrives from the post-office. Many of the mail bags, in fact the majority of them, are sent down at a much earlier hour, and packed in the train. But in order to give the return fairly, the Post-office has given the time at which the last mail bag arrived, and one must be the last. Some circumstance generally arises to delay the despatch of one particular mail bag going by a particular line of railway.

721. If the Post-office fix in the warrant of the Posmaster-general the particular minute at which the train is to leave Euston-square, and the Post-office is not punctual in the delivery of the last bag, the train cannot leave?—But I should say that in that return we have given the time at which the mail bags are considered due at the station; that was fixed many years ago, and was the quickest time in which a mail-cart could go. Now, the weight of the mail bags and the bulk is so increased, that we generally consider that the mail bags are due at a later hour at the station, although nominally the time remains the same.

722. Have you altered the warrant?—I speak of the time at which the bags are due at the terminus; there is no warrant fixing the time at which they are due.

723. But there is a fixing of the time at which the mail is to start, and it appears that the mail bags are not delivered in any one instance in time for the train, by the return which is before me?—I think that must be a mistake. This return was not prepared by me, and I cannot explain it. My remark applied to the conveyance of the mail bags throughout the country, not between the Post-office and the stations, which is not by mail-cart, but by a large omnibus.

724. Mr. *Liddell.*] You state that you consider, according to the returns which you receive, the railway service is performed with much greater irregularity than the mail-cart service?—Yes, that is my opinion.

725. Mr. *Egerton.*] The mail-cart service is only from point to point; say nine miles?—Sometimes it extends over 30 or 40 miles.

726. Not from point to point?—Yes.

727. Mr. *Liddell.*] Can you state whether the mails are not at this moment conveyed from Berwick to Edinburgh by mail-cart?—A portion are conveyed by mail-cart, those by the down day mail. I believe the distance is about 50 miles.

728. Mr. *Egerton.*] When were you sent down into the Pottery district?—In August last year.

729. What were you sent for?—Lord Canning desired me to go there, in consequence of complaints which had been made of the mode in which the mail bags were conveyed, with a view to devise an arrangement by which the benefit of a day mail might be conferred in the Potteries in the best mode.

730. Were you instrusted to consider the means of sending a night mail?—No, simply a day mail.

731. Mr. *MacGregor.*] Is the mail cart system in your department?—Yes, all the principal mail cart system is, throughout the country, but a great many of the shorter mail-carts do not come under my supervision at all.

732. It is from your official acquaintance with the subject that you have made the statement as to punctuality?—Undoubtedly.

733. Mr. *Herbert.*] How is it decided that the pace of eight miles an hour cannot be maintained; is it a question of money, or of the state of the roads?—The surveyor of the district usually reports what pace he considers may fairly be maintained, and his proposal is either sanctioned by the Postmaster-general or disapproved of, as his Lordship thinks proper to decide; in some cases he differs from the surveyor and orders a quicker pace; generally speaking we trust to the knowledge of the surveyor as to the pace.

734. *Chairman.*] The next cause of complaint in the Potteries is, that there is no day mail to London?—When the railway was used for the day mail from London, the option was given to the inhabitants of the Potteries, whether they

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would have the return day mail fitted to the London mail, or have it fitted to the local mail; that is to say, whether they would have a return mail for the letters for London, or a return mail starting at a later hour, conveying only local letters for Liverpool, Manchester, and Birmingham, and the inhabitants of the Potteries, on a consideration of the matter, selected the latter; namely a local mail.

735. Can you suggest any reason why there should not be a day mail up from the Potteries to London?—A return day mail to London, if established at all, would have to leave at a very early hour in the morning; it would leave Stoke somewhere about a quarter to ten in the morning, and if I recollect rightly, to be conveyed to Stafford, that being the only train which was running available; at Stafford it would fall into the train on the London and North Western Railway, which would bring the letters into London at four in the afternoon to Euston-square; it would be five before the letters got to the Post-office, and at that time the general business of the evening is commencing, and the letters would not be delivered, I believe, in London until between six and seven in the evening, and it was considered that a day mail affording a delivery at so late an hour, would be comparatively useless. I should say that the train now used for the local day-mail from Stoke, fits in at Crewe to the existing mail conveying letters between Birmingham, Liverpool, and Manchester; but if a train were used to bring London letters, it must have left Stoke an hour earlier than now, so as to get the benefit of a delivery in London between six and seven in the evening, and the inhabitants would have to sacrifice an hour for posting their letters for Liverpool, Manchester, and Birmingham.

736. Are the Committee to understand that there is a train which leaves the Potteries at 10 in the morning and go to Crewe, which would meet the train that takes the day mail from the North to London?—There is a train that leaves at 10 in the morning, which would meet that train, but that is not the train which the Post-office sends the letters by; there is another train at 11, affording a despatch from the Potteries an hour later than by using the 10 o'clock train; that train at 11 does not fit in to any London train at all.

737. That being a train passing by Crewe after the arrival of the 10 o'clock train from the Potteries, which train carries the letters to London, why should not the Potteries district have the advantage of that train in the same way?—That is to say, why should they not have the 10 o'clock train as well as the 11 o'clock train, simply on the ground of expense. The Postmaster-general agreed to give one train in each direction, he did not offer to give two; he gave the selection to the people themselves.

738. But it has been stated that the population of the Potteries district amounts to 200,000?—I am not aware of the population.

739. Are you aware whether the accommodation sought for of a day-mail in the way that has just been suggested, going by train from the Potteries to Crewe, and meeting a train that passes Crewe at 10.45, is not given to many places of less importance than the Potteries?—I think that is not given to any places of less importance than the Potteries; it is principally given to places on the main line of railway. The trains arriving in London at four o'clock in the afternoon come from Liverpool and Manchester on the North Western, and from Derby and Lincoln, on the Midland line.

740. Wolverhampton, for instance?—There happens to be a train from there fitting into this train, and the Post-office, using the train for nothing, gives the benefit to Wolverhampton.

741. You state that the expense is an obstacle?—Yes.

742. How many miles is it from the Potteries to Crewe?—It is 15 miles from Stoke.

743. That train is the ordinary passenger-train of the North Staffordshire Company, is it not?—Yes, if there is the train that the Honourable Member speaks of still running; I said about 10. When I went to the Potteries one left about an hour later than the other.

744. Are you aware what the Post-office pay for the accommodation now given by the North Staffordshire train from Stafford to Stoke?—At the rate of 2*d.* per mile for every mile over which the mail bags are conveyed.

745. Do you think that a large charge would be made for the conveyance of the mails from the Potteries to Crewe?—I believe that the North Staffordshire Company have offered to convey the mail bags by any train at 2*d.* a mile; if the

train

train that the Honourable Member speaks of runs to Crewe, it is 15 miles distant; if to Stafford, it is somewhat greater.

746. That is 2 *s.* 6 *d.* a day would be the expense?—Yes; in case of a train running to Crewe.

747. Mr. *Egerton.*] Surely the best way would be to go from Stoke at once to Stafford, would it not?—Yes, if there is a train, that would be undoubtedly the quickest.

748. *Chairman.*] You do not know whether there is a train or not?—I do not know. I know that the train which the Post-office uses is a train from Stoke to Crewe, but whether there is another to Crewe or Stafford fitting on to the train that conveys the letters to London, I am not aware.

749. Mr. *Egerton.*] You do not know whether there is an ordinary train to Stafford which leaves Stoke at three-quarters after 10?—I think that the earlier train I spoke of, did run to Stafford and not to Crewe.

750. *Chairman.*] When you went down into the Potteries district, had you any directions to inquire into the expenses of the Post-office service in that district?—My instructions applied only to the conveyance of the day mail to the Potteries, and to the altered arrangements which might be necessary for serving the various sub-offices in the Pottery district.

751. What report did you make to the Postmaster-general after your visit to the Potteries?—My report was dated a few days after I came from there, and it selected the trains which we should employ at the rate of 2 *d.* a mile, under the offer made by the North Staffordshire Company, and proposed the establishment of a sorting-office at the Stoke station, which was the point on which the memorialists were particularly anxious; it also proposed the transfer of the sub-offices then served, from Newcastle to Stoke, and that they should receive all their letters by mail-cart from Stoke instead of Newcastle.

752. You did not turn your attention to the post-office expenses generally of the district?—No.

753. Have you any knowledge of the sum that is expended now?—Not a general knowledge of the whole expenses of the district, only a knowledge of such expenses as apply to the conveyance of mails by the railway.

754. It has been stated before this Committee, that an offer was made by the North Staffordshire Company to perform all the Post-office services as they are now, and as they are required by the inhabitants of the Potteries for 1,000 *l.* a year?—I heard that statement, but I think there must be some misconception about it. An offer was made for the sum of 1,000 *l.* a year to run a night mail train in both directions between Stafford and Macclesfield, through Stoke, but it was confined to the night mail. I have the offer here, which will set the question at rest. This was received from the secretary of the North Staffordshire Railway Company, dated the 27th of December 1853: "My Lord, In reference to a former proposal made to your Lordship for conveying the night mails over the North Staffordshire Railway, I am instructed by the directors to state, that in contemplation of an amalgamation of this Company with the London and North Western Company, they are willing, conjointly with that company, to convey the night mails up and down between Macclesfield and Stafford for a period of five years for the annual sum of 1,000 *l.* But in case the Amalgamation Bill should not pass in the next Session, the question of remuneration shall be determined by arbitration in the usual manner, as it is very evident that this Company could not singly perform the service on terms so advantageous to the public." Signed by Mr. Samuda, the secretary.

755. That offer does not embrace the service of the Post-office to Uttoxeter, Cheadle, and other districts?—No, it applies only to the night mail train between Stafford and Macclesfield, through Stoke.

756. Mr. *Egerton.*] It would serve Congleton, would it not?—It would serve Stone and Congleton.

757. *Chairman.*] Do you know what is the expense to which the Post-office is put by the mail-cart system at present in existence in that district?—I cannot state the whole of the expense of the mail-cart system, but I can state what the additional expense would have been over and above the present cost, had the Postmaster-general accepted that offer.

758. Mr. *Egerton.*] Will you state it singly?—I cannot state it singly, but the result was laid before his Lordship, and taking into account all the services

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which would cease, and all the services which would be established, the increased charge on the revenue would have been nearly 800 *l.* a year.

759. As I understand you, supposing the offer of the North Staffordshire Company had been accepted, nearly the whole of the service of the mail-carts would have been discontinued from that moment; would not the whole of the service as connected with the Pottery district have been discontinued?—Undoubtedly not.

760. Will you just state what services would have been continued?—The whole of the mail-cart services from Stoke to all the 12 offices named in the return that has been laid before the Committee, would have been continued; the offer of the North Staffordshire Company applied to the conveyance of the mails to Stoke, and to Macclesfield and Congleton; the Post-office would have had to distribute the mails to all the sub-offices in the Potteries as it now does.

761. *Chairman.*] Do you think that what has been stated by a witness before this Committee, though he did not pretend to say that it was an accurate statement, that between 700 *l.* and 800 *l.* a year is the expense of the existing mail-cart system in that district is correct. (Mr. *Hollins.*) I only included Stone, Newcastle, Macclesfield, and Congleton, and those I may state are included in the North Staffordshire offer. (Mr. *Page.*) There is a misconception about Newcastle. The Railway offer did not apply to that at all. The Post-office must still send a mail-cart to Newcastle from Stoke.

762. *Chairman.*] Do you think that the present system of mail carts alluded to by Mr. Hollins costs the Government more or less than from 700 *l.* to 800 *l.* a year?—I think that the present system of mail-carts for serving the four towns of Macclesfield, Congleton, Stoke, and Newcastle, costs considerably less than 700 *l.* or 800 *l.* a year.

763. Mr. *Egerton.*] All those services are performed under contracts, are they not?—Yes.

764. *Chairman.*] When you were sent into that district, were you directed to make any inquiry into the revenue of the district derived from letters?—None at all.

765. Have you any knowledge upon the subject?—I can state the weekly value of the letters delivered in the Potteries. At the time that this return was furnished, in January in this year, all the Potteries were served from one office, the Newcastle office, and the number of letters delivered in a week in Newcastle, including all letters delivered from that office, in fact the whole of the Potteries, in the month of January 1854, was 29,414. From that you may calculate the postage received from the letters delivered from that office. It is usual to calculate at 1 *d.* each, but to that must be added, something for the letters which pay a larger postage.

766. At what would you calculate the revenue for those 29,000 letters?—The Post-office usually calculates the amount at 1 *d.* only, though I do not mean to say that that would be quite a fair calculation.

767. Mr. *Divett.*] The average of the whole kingdom is more than five farthings, is it not?—I am not able to answer that question.

768. Mr. *Egerton.*] Does that include the private bags?—This includes every letter which arrives at Newcastle, and is delivered from it.

769. *Chairman.*] Have you any knowledge of the letters despatched from the same office?—I have no return to show the value of those letters.

770. Do you think that it is about the same amount?—I should estimate it at about the same.

771. Do you find, generally speaking, that the delivery and the despatch of letters to and from a particular place is about equal?—Yes; this is for one week in the month of January; I reckon the value about 6,300*l.* a year, I take it at 30,000 letters a week, at 1 *d.* each, which amounts to 6,300 *l.* a year.

772. Your opinion is, that the correspondence of the Pottery district should be calculated at 6,000 *l.* a year?—I should say a little more than that.

773. Mr. *Egerton.*] Are you sure that you take in the whole of the Pottery district when you make that calculation?—I take in the whole of the district served from Newcastle-under-Lyne. Under the old system every letter going to the Potteries, went to Newcastle-under-Lyne; this Return includes every letter going there.

774. *Chairman.*]

774. *Chairman.*] This information is derived from returns made to the Post-office?—Those are kept for one week in every month in every year.

775. When you went down to the Potteries, to whom did you apply for information?—The parties with whom I principally communicated were Mr. Hollins and Mr. Ridgway; there were three who formed the Post-office committee in the district.

776. Did you apply to them for information as to the complaints made?—Yes, and as to the arrangements which would satisfy them for the day mail.

777. With whom did you communicate connected with the Post-office?—I communicated with the Post-office surveyor of that district, and also of the adjoining district, in which Macclesfield is situated; they are in two different districts.

778. In whose district is Stoke?—It is in what is commonly called the North Wales district, the surveyor of which lives at Oswestry; Macclesfield is in the Midland district, the surveyor of which lives at Derby.

779. Did you find, when you went down to the Potteries, that the surveyor was already acquainted with all the points which you had to refer to?—I found him acquainted with nearly every point.

780. Were there not some points with regard to which he also had to refer to others for information?—I cannot state whether he referred to others for the information that he obtained; but the whole of the information that I considered necessary I procured from those two surveyors, and from the Post-office Committee, of which I have spoken.

781. It has been stated that the answer made to the complaints from the Potteries district has chiefly been founded upon the expense which would be incurred, and that they objected to comply with the requisition from that district?—That has been the principal ground.

782. Has it been proprosed to the Post-office that the question should be left to arbitration?—I believe that that proposition was made in the letter which I read to the Committee.

783. That proposal was declined, was it not?—Yes.

784. Mr. *Egerton.*] In all the different deputations and communications which have taken place between Members of Parliament and the Post-office, have we not invariably laid stress upon that, and begged the Post-office to exercise that power?—I have understood that the company have all along been perfectly ready to refer the matter to arbitration.

785. And that was enforced on the Post-office by all the deputations that went up from Macclesfield, was it not?—I believe all of them did so.

786. The Post-office have always declined, have they not?—Yes.

787. *Chairman.*] It has been stated that the postmaster at Stoke has other avocations besides those connected with the Post-office, and which lead him away from Stoke to Newcastle; has the Post-office had any complaints made to them on that point?—I have never heard of any complaint; but had any been made, it would not have come under my treatment in the Post-office.

788. Are you aware of the salaries that are paid to the different officers at Stoke?—I can state a few of them, if not all. I have a return of many of them here.

789. Will you state the salary of the person who manages the receiving-office, which has been stated to be near to the railway office at Stoke?—I think there has been some misapprehension on that subject. There is no receiving-office that I am aware of, in Stoke. The postmaster at Stoke is paid a certain salary for managing that office, and also for managing the sorting-office at Stoke station. There is no distinction of management between the Stoke station sorting-office and the Stoke town post-office. The establishment consists of the postmaster, at 170*l.* a year. One clerk has been added since I made my report, and there are now four clerks. At that time there were three clerks; one at 70*l.* and two at 50*l.* I believe there are now three at 50*l.* Two letter-carriers, whose wages I believe are 12*s.* a week each, and a stamper, who besides the duty of stamping, conveys the bags between the station-office and the town-office, who receives 36*l.* 10*s.* a year. That, I believe to be the whole of the establishment.

790. Is that establishment equal to the establishments generally throughout the country, for places of the same consequence?—I can scarcely say, because an officer specially devoted to that duty, deals with all questions affecting salary in the Post-office, so that there may be one uniform system.

791. Are you aware whether any complaints have been made to the Post-

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office as to the establishment at Stoke?—I think that a complaint was made soon after the change of the day mail was carried out, of the insufficiency of the force there, and it is since that time that an addition has been made.

792. A complaint has been made of the time at which letters are delivered from that office; is it a rule with post-offices generally throughout the country, that the delivery shall commence at seven in the morning?—That again is a question which I am not able to answer from any certain knowledge; I believe that to be the rule.

793. That no postmaster is obliged to deliver letters before seven?—I believe so.

794. When you were down there, was the late delivery of the letters brought under your notice?—The subject was not mentioned to me at all.

795. Was the subject of the delivery of letters at Uttoxeter and Cheadle brought under your notice?—The question upon which I went down, related to the use of the railway to the four places I have named, and neither Cheadle nor Leek was included in the report that I have made; Leek was not mentioned; no instructions were given to me to consider the case of Leek, nor was it mentioned by the local committee.

796. Mr. *Egerton.*] Will you just mention the four cases again?—Newcastle, Stoke, Congleton, Macclesfield, and the subordinate offices.

797. Taking the Macclesfield case, were you deputed to make any inquires into that case beyond what you have stated?—Macclesfield was included in the arrangement that I proposed for having the benefit of a day mail by the North Staffordshire Railway.

798. Was no complaint made as to the mail generally from London?—Yes, a complaint had been made as to the night mail, but on that subject I was not deputed to make any Report. The Postmaster-general had already decided, that in the absence of what he considered a cheap offer on the part of the North Staffordshire Company, nothing further should be done.

799. *Chairman.*] Have you any objection to make to the suggestion made by the Honourable Member for Macclesfield, that a more direct communication could be maintained between Macclesfield and all the other silk districts if the present system was altered; with Leek and Congleton, for example?—Whenever the Post-office employs a train for conveying the mail bags, there is no objection, provided there is any correspondence, to make up local bags between the towns situated on that line.

800. Do you know what the correspondence of Macclesfield is?—I can state what the number of letters delivered in a week is; during one week in January, the number of letters delivered in Macclesfield was 8,541.

801. Mr. *Egerton.*] In the town alone?—That embraces all the letters from the Macclesfield post-office.

802. Do you know whether that includes Sutton?—I know that every letter delivered from every post town is included in this return.

803. *Chairman.*] What revenue do you attach to it?—About 1,700 *l.* a year, at 1 *d.* a letter.

804. How do the letters go from Macclesfield to Congleton?—It is only the district surveyor who can answer whether a local mail-bag is conveyed from Macclesfield to Congleton by the day-train which the Post-office employs; Congleton happens to be on the line of the train which conveys the local day-mail; and supposing there is a direct bag, the letters from Macclesfield to Congleton would go in that bag; if not, the letters leaving Macclesfield when the London night-mail is despatched at 8.45 in the evening, would be delivered at Congleton the next morning, with the London letters, circulating round by Crewe.

805. Have you a knowledge of the Post-office service at Huntingdon?—I am aware that Huntingdon receives its night mail by mail-cart from Cambridge.

806. What reason is there why they should be obliged to send the letters round by Cambridge, instead of coming down the Great Northern line?—Because the Post-office does not employ a night-mail train on the Great Northern between London and Peterborough.

807. Can you state the cause of that?—I think I had better mention that Mr. Rowland Hill has prepared a general statement in answer to that part of the question, which he will put in himself.

808. Have

808. Have you heard that the present mode of conveyance from Huntingdon to Cambridge has been subject to obstruction from attacks made upon the mail-cart?—I did hear that the mail-cart had been robbed some years ago; I recollect Mr. Veasey coming to the Post-office to complain of the circumstance.

809. But the reasons adduced for giving up that mode of conveyance, were not considered sufficient by the Post-office?—The only substitute for that mail-cart would have been the use of the railway, which was rejected on the ground of expense.

810. Mr. *Philipps.*] Is any Return kept at the Post-office of the average daily weight of letters, and also of books and parcels separately?—I believe that no daily account is kept; but such an account has been lately kept, information being required for other purposes; that Return has been kept in the London office, but I am not aware that any Return whatever of the relative amount of each class of correspondence has been kept in the country.

811. Was the 12*s.* a week, which you stated to be the wages of the letter-carriers in the Potteries district, for their exclusive services?—I cannot state whether those letter-carriers had any other occupation or not; they were at liberty to have other occupations if they had time for it.

William Mordaunt Edward Milner, Esq., a Member of The Committee; Examined.

812. *Chairman.*] THE Committee understand that you have some observations to offer to them with respect to the district with which you are connected?—The district with which I am connected has been very much inconvenienced lately; the district comprises the towns of Tadcaster, Boston, Thorpe Arch, and Weatherby, a large district, in the neighbourhood of which a great number of manufacturing gentlemen have their country houses, and upon the receipt of their letters go into Leeds. Nothing could have been better than the arrangement up to a short time ago, when the bags for this district were put out at a station called Bolton Percy, which is three miles from the central post-office at Tadcaster, and from which place they were sent by mail carts to Boston, Thorpe Arch, Weatherby, and very nearly up the town of Knaresborough, embracing a very large and important district. A short time ago, at the time that the mail was accelerated, the Post-office authorities discontinued dropping the bags at Bolton Percy, which was three miles from the town of Tadcaster, and the bags were taken on eight miles to York, and then sent them back by mail cart 10 miles on the road to Tadcaster, Bolton Percy being only three miles from Tadcaster; the consequence of which was, that during two months in last winter, most of the month of December, and part of January, instead of receiving our letters in this district at about half-past eight or nine o'clock, we did not receive them probably, five days out of seven, until half-past 10, and very often 11, or half-past 11. In consequence of this I wrote to the Postmaster-general about the beginning of January, and he promised that immediate attention should be paid to my complaint; that there was no road from Milford Junction, the place at which it was wished to drop the bags for Tadcaster, and it was in contemplation to have some kind of machinery by which to drop the bags without stopping the train at Bolton Percy. This has been going on since the middle of January; no further notice has been taken of the suggestion that was made, and so it remains to this time. We have suffered very great inconvenience, and considering that the district is a large and important one, they begged me to give my evidence here, and to state their complaint, which they consider to be a very just one.

813. What is the remedy that you would suggest?—We wish to have the old system carried on again. I may say that the trains never did actually stop at our station, and that the bags are not of that weight which would compel them to stop the train; they only slacken their speed and drop the bags. I am not prepared to state the exact weight of the bags, but I have been constantly by the mail myself, and have seen the bags lowered when we have been going by the station at a speed of about nine or ten miles. Notwithstanding the acceleration of the mail, which is supposed to come into York one hour sooner than it used to do last year, our letters up to within the month of March, when

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this inquiry was supposed to be likely to take place, have been on the average about an hour later than they were in the old time.

814. Have you any knowledge of the number of letters that go into that district?—Not exactly; but it is a very large amount. There are three towns, averaging about 3,000 inhabitants each, besides a very populous district all round them.

Veneris, 12° *die Maii*, 1854.

MEMBERS PRESENT.

Mr. Wilson Patten.	Mr. H. G. Liddell.
Mr. Wilson.	Mr. Fortescue.
Marquis of Chandos.	Mr. James MacGregor.
Mr. Hamilton.	Mr. Henry Herbert.
Mr. Blackett.	Mr. Milner.
Mr. Horsfall.	Mr. Egerton.
Mr. Philipps.	Mr. Cowan.

JOHN WILSON PATTEN, Esq., IN THE CHAIR.

John Brocklehurst, Esq., a Member of The House, Examined.

J. Brocklehurst, Esq., M.P.

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815. *Chairman.*] I BELIEVE you represent the Borough of Macclesfield?—I do.

816. Have you anything to state to the Committee, in connexion with the postal arrangements of that town?—Having made complaints and conveyed representations from the town of Macclesfield till they are wearied, as there is now a Committee appointed to investigate the matter, I thought myself bound to present myself here, to state the great inconvenience which we now sustain from the present postal arrangements.

817. Will you give the Committee any information which you possess upon that subject?—If they had been designed on purpose, our postal arrangements could not be worse.

818. In what particulars?—Macclesfield is the centre of a group of towns engaged in the silk trade; a considerable part of the silk trade of England is in the Macclesfield district; all our communications have to pass as it were along three sides of a square, instead of going direct up the one side; that applies to every one of those towns, Macclesfield, Congleton, Leek, Derby, and Newcastle-under-Line.

819. Are those towns all connected with the silk trade?—Yes.

820. Will you state in what way the communication is carried on between Macclefield and those towns?—The letters quit Macclesfield to the west, travelling a certain degree from north to south, and then again from west to east, before they arive at their destination.

821. Will you describe the mode in which letters are carried from Macclesfield to Congleton?—If a letter be sent to Congleton it is sent seven miles down by a gig-mail to Chelford; then it goes seven or eight miles to some other point upon the North-Western line; it then returns again by a gig-mail, or some such conveyance, to Congleton; that is the way they convey the mails from Macclesfield to Congleton, so that they go perhaps 24 miles instead of going in half-an-hour from Macclesfield to Congleton.

822. How is the communication with Leek effected?—The mail for Leek has to go nearly 10 miles more, inasmuch as it is more to the east of Congleton, travelling along the three sides of the square, as in my former reply. We have so little postal communication with Leek, sending our letters direct by other conveyances, that I know very little of the medium of the post-office to Leek, although it is only 12 miles from Macclesfield.

823. Have you any other objections to offer?—Yes, serious ones, with regard to

to the insecurity of the conveyance. I speak now of the transactions of the bankers; at present they are subject to the greatest dangers. The system at Macclesfield is to sell the manufactures in London through agents; and, to discourage the manufacturers drawing against their stock in London, they require the agents to send them the money by cheque. Those cheques when sent to the bank are the same as cash, and whoever gets them first presents them; they are payable to bearer. Their property is running a risk every remittance to London.

824. How is that property in danger?—It is in danger of being stolen from the gig-mail.

825. In what part of the postal communication?—Between Macclesfield and Chelford, which is seven miles; and there is only one small village about the middle of the road.

826. In your opinion, the mail-cart is not a proper conveyance for money or valuable goods?—Certainly not; I have occasionally, on leaving London at a late hour at night, got on the mail-cart which is conveying this valuable property from Chelford to Macclesfield, and I have found that the lad was complaining that he had got such miserable pay, that it appeared to me he was under a nightly temptation to run off with the mail.

827. Can you bring before the Committee any instances of robbery or anything of that nature?—We had an instance of the mail-cart coming to the post-office without a driver; another instance of a mail-cart being dispersed as if a shell had fallen upon it, the cart in one place, the bags through the hedge in another, and the driver nobody knew where. There was another instance, of the lad stopping at a public-house, and the mail-cart went on, till it was stopped and he reinstated. Nothing can be so thoroughly wrong as the system now contrived by the Post-office; we are a century behind. It is not my province to represent the Potteries, consisting of a group of towns embarked in one of the staple manufacturing trades of England, namely, pottery-ware; those towns are sufficiently near to us, but unfortunately we are just at that distance that we cannot communicate with them except at the greatest inconvenience.

828. Mr. *Egerton.*] Do not you consider that you are worse off now than you were in the old times, when you had a mail-coach?—Yes, there was a mail-coach from Manchester to London, and we were on its route. When the Grand Junction Railway was formed, there were mail omnibuses from Crewe to Macclesfield; and then we struggled very hard, as I can well recollect, for the South Union line to go through Macclesfield, knowing the value of a direct conveyance both for our manufactures and letters. The Cheshire Junction Company succeeded in forming their line, and still left us seven miles away from a railway. Finally, the inhabitants of our district decided upon having a direct line, the Churnet Valley, which was afterwards merged in the North Staffordshire; and I feel quite satisfied that a great proportion of the money which was subscribed in my neighbourhood was subscribed under the impression that we should have all proper conveniences for postal arrangements and for the carriage of goods and passengers.

829. A direct communication with London was the chief object sought to be attained?—It was a very important object, because there is no trade in this country carried on with so expensive a material as silk, silk being worth, raw and thrown, 20 *s.* a pound; a pound of cotton is only worth 6 *d.* Our raw material is 40 times the value of cotton, and something like 20 times the value of wool and flax and hemp, in the same proportion; showing, as we have heavy remittances and cash payments to make, the propriety of our having the safest conveyance which the Post-office can furnish.

830. *Chairman.*] Can you state what is the capital employed in the silk trade at Macclesfield?—No; it is a trade in competition with the continental trade, and does not grow so rich as it ought to do. I think it is, therefore, entitled to have every facility which can be rendered in the way of postal and other conveniences.

831. Mr. *Fortescue.*] As I understand, you do not complain of the hours of arrival and departure of the London mail, but only of the insecurity of the mode of conveyance between Chelford and Macclesfield?—The insecurity is comparatively insignificant to the inconvenience. London being equally distant from Macclesfield and Chelford, the base of the triangle traversed, causes a delay of an hour or an hour and a half. The letters which come down from London *viâ*

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Chelford might as well be delivered at the same moment at Macclesfield. The effect is this, that the day mail arrives at Macclesfield from an hour to an hour and a half later than it might; and coming in the afternoon, the delivery of letters beginning, we will say, at four o'clock, is not finished till seven or eight o'clock; but our factories being closed at six o'clock, you may well understand that all the remote parts of the town get their letters too late to be of service; all that inconvenience would be obviated if we had the mails direct.

832. You are speaking of the day mails, are you not?—Of the day mail; with respect to the night mail the insecurity is the main thing.

833. Is not the night mail the principal mail from London?—It is the principal mail from London, Coventry, and the south.

834. You do not complain of the hour of its arrival in the morning?—No; it arrives two hours earlier than the distribution begins; therefore we have nothing to object to in that; only sometimes it does not arrive at all.

835. You have given two instances; can you give any others?—We have had instances of the mail not being in until 10 or 11 o'clock.

836. Mr. *J. MacGregor.*] Did you hear it stated the other day that the mail-carts are supposed by the Post-office authorities to be more punctual than the railway trains?—I may have heard it; but we have very great reason to prefer letters by the railway, although we do hear loud complaints.

837. One of the gentlemen from the Post-office said that the mail-carts were more punctual than the railway trains: do you concur in that statement?—No; I think a man with a brass candlestick could rob all the mail-carts in England, taking them in turn. The loss of letters would be worse than of punctuality.

838. Mr. *Egerton.*] In your opinion, if the Post-office authorities consented to send the letters at night by the North Staffordshire Railway, would that remove the grievance which you believe yourself and the other inhabitants of Macclesfield now suffer?—We should then be placed upon the best footing, instead of being, as we are now, on the worst.

839. Mr. *Fortescue.*] Putting aside the two occasions of which we have heard so much, when the mail-cart was upset, have you reason to complain of the irregularity of the mail-cart?—It is not a question with regard to irregularity, but insecurity, as far as the mail-cart itself is concerned; what I complain of, as a general principle, is, that we are neglected when there is a remedy in the hands of the Post-office authorities.

840. If there were five railways instead of one, you could not get your letters earlier in the morning, so that what you have to complain of is the insecurity of the mail-cart?—Yes; the insecurity of the night and the delay of the day mails. It is important to the manufacturers of Macclesfield very frequently to know the prices of silk in Manchester and Liverpool; if they had information from London at three o'clock instead of getting it at seven in the evening, just too late to write a letter that day, it would be a great convenience; as a great deal of silk is sold in London, unless they send by the telegraph, and the silk is secured in London, they may hear of its being sold to some one for shipping purposes instead of for Macclesfield consumption; that is a subject to be complained of.

841. Did it not appear at the time these accidents occurred, that the mail-cart was not in respectable hands?—I think it never will be, because the mail-carts are contracted for at the lowest rate down to which they can screw the innkeeper, or whoever furnishes the boy, the horse, and the mail-cart.

842. The contractor has been changed, has not he?—Several times; I believe two or three have failed; whether it was owing to the conveyance of the mails or not, I do not know.

843. Has there been any complaint lately?—I am not aware; I have been absent from home; what we have to complain of is the inconvenience of the arrangement, and till it is remedied we shall continue to complain.

844. You mean the inconvenient hour of the arrival of the day mail?—Yes.

845. You think the day mail ought to arrive an hour earlier?—It might arrive an hour and a half earlier.

846. With respect to the principal London post there is no complaint?—Not as to time; it arrives at four or five in the morning; the distribution commences at seven and finishes about half-past eleven. When we have every element of convenience around us, it is very natural that we should complain as loudly as we possibly can. The railway, as I before stated, was constructed with the view of putting Macclesfield and the silk district on as good a footing as the

the other staple trades of the country; it is at present on the very worst it can be, if it were designed for the purpose. *J. Brocklehurst, Esq., M.P.*

847. Mr. *Liddell.*] Did not you say that the distribution commenced about seven o'clock, and was completed about half-past 11?—Yes. 12 May 1854.

848. Is not that a long time to take in the distribution of the letters, or is the correspondence very large?—The men have to go over a great deal of ground.

849. Mr. *Egerton.*] I believe there are only three letter-carriers?—I am not quite sure about that. I very often, when I am in Macclesfield, see the men rushing along at 11 o'clock in the suburbs.

850. I believe Hurdsfield and Sutton are included in the Macclesfield delivery?—Yes.

851. Of course, if the Macclesfield people do not get their letters till 10 or 11, the Hurdsfield people would not get them till some time after, unless they sent up to the post-office?—No; some few have their boxes at the post-office.

852. That would not apply to the general bulk of the inhabitants?—No; it is an expense which they do not wish to incur. I must apoligise for my curtness, as the Honourable Chairman has other evidence to be heard to-day, and he wishes to save the expense of their staying in town to another day.

Thomas Bouch, Esq., called in; and Examined.

853. *Chairman.*] I BELIEVE you are the President of the Chamber of Commerce at Liverpool?—I am. *T. Bouch, Esq.*

854. Have you any statement to make to the Committee with regard to the mode in which the Post-office service in that town is carried on?—The points to which I would direct the attention of the Committee, are the service of the Scotch mails, and the delivery of the West India letters. The mails to Scotland leave us at 10 minutes past two in the afternoon; the box is closed at 20 minutes past one; the letters are delivered in Edinburgh or Glasgow about seven or eight o'clock on the following morning. From the hour that I have named, during the afternoon and evening, we have no communication with Scotland, excepting by the mail that leaves Liverpool at midnight. The letters by that mail are delivered in Scotland about one o'clock on the following day, so that the time between the dispatch of the early mail at half-past one and the midnight mail, for all purposes of business, is lost to us; and again, in Scotland the time between the delivery of the letters which leave us at half-past one, and the delivery of letters which leave us at midnight, for all business purposes, is lost in Edinburgh and Glasgow.

855. What is the difference of time at which the half-past one o'clock mail and the midnight mail is delivered in Scotland?—The letters dispatched at half-past one are delivered in Scotland between seven and eight o'clock the following morning, and the letters by the last mail are not delivered till one in the afternoon. Now, the intercourse between Liverpool and Scotland is very large indeed, and we think we are entitled to an independent Scotch mail after the hour of half-past one in the afternoon. If a mail left Liverpool at seven in the evening, the letters would be delivered in Edinburgh and Glasgow at the same hour, or nearly so, as the letters are delivered which leave us at half-past one, and by that arrangement all the afternoon would be saved for business in Liverpool, and all the morning in Scotland.

856. Is the number of letters very large between Liverpool and Scotland?—I cannot state the number of letters, but the trade is immense, and increasing rapidly.

857. Mr. *Horsfall.*] What is the business hour in Liverpool?—The business hour is five o'clock; a little sooner than that; the exchange closes at four, when men go to their offices to write their letters. It is a serious inconvenience that a man cannot write his Scotch letters after four o'clock, but that he must leave his business in the middle of the day at the time when the business of the day is not matured, and write letters for the Scotch mail, which really do not reach Scotland until between seven and eight o'clock the following morning. Now, I was inquiring as to the times at which the trains leave Liverpool for the North, and I found that there was a mail-train from Liverpool to the North at 45 minutes past nine in the evening.

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858. That train is not for the conveyance of letters, is it?—It is termed a mail-train, I believe. I think that is the term in the Directory.

859. But the letters are not sent by it?—I cannot answer that question; it is termed a mail-train; it leaves Liverpool at 45 minutes past nine o'clock and reaches Lancaster at 20 minutes past 12, where it remains until 56 minutes past four, namely, 4 ½ hours. If that train proceeded through, the letters would reach Edinburgh in time for delivery by eight or nine o'clock in the morning.

860. *Chairman.*] Do you know the cause of the train remaining at Lancaster?—I do not; it appears to me that if some arrangement could be made to carry that mail through instead of keeping it in Lancaster 4 ½ hours, the object would be attained.

861. Has this plan ever been submitted to the Post-office authorities?—It has not. This inconvenience connected with the Scotch mails we have sustained for a very long period, and complained of from time to time, but no remedy has been afforded.

862. Mr. *Horsfall.*] Was not there formerly a mail for Scotland, which left Liverpool towards 9 or 10 o'clock in the evening, by which the letters were delivered in proper time, in Edinburgh or Glasgow, the following morning?—I cannot speak to that.

863. Complaints have been made with regard to the mode of conveyance of letters to Scotland, have they not?—Yes; the midnight mail, which is a large and valuable one, is taken to Warrington by a mail-cart.

864. *Chairman.*] From Liverpool?—Yes, 18 miles, and the man is unarmed; I think it can be only from ignorance on the part of those who are disposed to be dishonest that it has not been robbed. That is the only glaring instance of the kind that has come to my knowledge connected with the Post-office arrangements in Liverpool, but judging from that, I should suppose there must be many cases equally glaring throughout the country.

865. Mr. *Horsfall.*] Are not the amounts of money very large which are daily passing between Scotland and Liverpool?—The monetary intercourse is immense.

866. Have representations been made to the Government with reference to that subject?—I believe they have repeatedly. I would again observe that we do think in Liverpool we are entitled to an independent Scotch mail after the usual hours of business. The time required to carry letters from Liverpool to Edinburgh is about eight hours, and it seems a very hard case that we should be compelled to write our letters in the middle of the day, when, to every other part of the kingdom, where the communication is not of the same importance, we have until business hours are over to finish our correspondence. The nature of the trade with Glasgow is of such a character that it is almost indispensable to do business on a given day; you send your instructions in the morning, but the arrival of the letters so late in Glasgow, by the second mail, precludes the possibility of making proper business arrangements on the following day; it occasions, therefore, virtually the loss of an entire day, as regards the manufacturers. This was stated to me by a man who is conversant with the trade.

867. *Chairman.*] Have you any other suggestions to offer to the Committee?—I wish to speak with reference to the delivery of our letters by the transatlantic and West India steamers. The mails arrive at Southampton, and I find if the letters arrive there in time for the London mail on Friday evening (which has occurred three times this year), we only receive our Liverpool letters on Saturday evening at five o'clock, too late to be of any service, whilst the London letters have been delivered on the Saturday morning, enabling the merchants in London to effect insurances, make sales, and answer their correspondence, which virtually gives them a fortnight's advantage over us.

868. Mr. *Horsfall.*] You have omitted to say that which you now state has reference to when the outward mail leaves on the Monday?—Yes, which has happened three times this year; the outgoing mail was departing on the following Monday, so that the London houses were able to execute the business connected with the correspondence arriving on Friday; they had a day, in fact, to answer their letters, to effect insurances, and present their bills, whilst we in Liverpool were without that advantage. It appears unreasonable that such a course should be pursued. If the delivery of letters at Southampton for the

the North and for London was simultaneous, it would enable us to receive our letters for all purposes of business as early as the people do in London.

869. *Chairman.*] How do you propose that the letters should arrive in Liverpool at the same time that they do in London?—Supposing the sorting to take place in Southampton, the bags for Liverpool and the North would be sent off in the evening, as they are to London, and, even with the hour or two which is required for the longer journey, we should have our letters by breakfast-time the next morning.

870. Mr. *Wilson.*] By what train do you propose that they should be sent?—I have not examined into the time of the starting of the trains from Southampton, but I would submit that arrangements ought to be made to enable the letters for the North to be conveyed at once from the port of arrival; I think there would be no great difficulty.

871. Am I to understand it to be your proposal, that upon the arrival of a West India mail on Friday night, in time for the London mail, you would have a train started with the Liverpool and North country letters direct from Southampton to Liverpool, without stopping anywhere, for the purpose of conveying those letters?—Although I do not know the fact, I have no doubt that there are trains from Southampton by which the letters could be sent to the North in time.

872. Mr. *Horsfall.*] Are you speaking of the West India mails alone?—Of the West India mails, which are immense, and of the East India mails; it is a very large question.

873. *Chairman.*] What is the route by which the letters could come from Southampton to Liverpool?—A friend of mine brought his family up from Southampton; he started in the morning, spent some time on the road, and was in Liverpool at an early hour in the afternoon; I am not prepared to give the route.

874. Mr. *Egerton.*] Do not the letters go to London?—Not from Southampton direct; the evil is in sorting the letters in London.

875. *Chairman.*] By what route do the letters actually come from Southampton to Liverpool?—They go through London; the evil rests in the fact, that the letters, instead of being sorted at Southampton and sent off to their destination, go to London and wait there to be sorted; the London letters are delivered on arrival, and we have to wait till the following day.

876. Mr. *Wilson.*] You do not get your letters till the following day's mail; is that so?—The London letters being delivered early in the morning, we do not get ours till five in the afternoon.

877. If the letters came to London as at present, would not your proposal necessitate the departure of a mail train at 12 o'clock at night or 1 o'clock in the morning, according to the hour of arrival here, in order that they might reach Liverpool about 10 or 12 o'clock?—To answer that question I should have to enter into details more closely than I am prepared to do; I cannot conceive if the letters were sorted in Southampton and sent off direct to the North, they could be many hours behind the time of delivery in London; it is a mere question of distance in fact.

878. Is it not the case that at the present time there are two mails in the 24 hours to Liverpool, one at nine in the evening and one in the morning?—Yes.

879. Can you propose to the Committee any plan by which by using either of those two mails your complaint could be remedied without putting on an additional mail at midnight?—Without referring to the time of the starting of the mails, or considering what arrangements could be made with the railway companies, I am not prepared to enter into details so narrowly; but the main fact that the letters arriving at Southampton have to be sent on to London to be sorted, and that we have to wait till that sorting takes place, and until the next mail brings on the letters to the North, appears to my mind to involve so large an amount of inconvenience and loss of time compared with the immediate transit from Southampton, supposing the letters to arrive in the afternoon or in the evening, that I am impressed with an idea that if they were sorted and dispatched from Southampton by the conveyances which at present exist we ought to have our letters relatively as soon in Liverpool as in London. My objection is to the letters being taken up to London to be sorted when they might be sorted at Southampton and taken direct on to the North; I would go further; I think the letters ought to be sorted on board the packet; I cannot

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see why the letters should not be sorted on the voyage and brought home ready to be sent off to their destination.

880. Mr. *Horsfall.*] On the same principle as they are sorted on the railways?—Yes.

881. Mr. *Egerton.*] Do the letters on board a packet come in the custody of a Post-office agent?—I believe they do. It has been objected that the curiosity of passengers might be inconvenient; that there being so much idle time on board a packet on the voyage home, a man's letters might be looked at. I should think that the Post-office arrangements might be of such a character as to prevent the possibility of any inquisitorial process of that kind.

882. *Chairman.*] At the present moment the bags are sealed at the different West India islands, and not re-opened till they arrive in England?—I presume so.

883. Mr. *Horsfall.*] So that, in fact, the officer in charge of the bags has nothing to do during the whole passage home but to take care of them?—I believe it is so.

884. *Chairman.*] Has this part of the subject ever been submitted to the Post-office authorities?—In connexion with a much larger question, namely, the port at which the steamers ought to arrive. I hold in my hand a Table, showing the relative distances from Liverpool and Southampton to various large towns in the kingdom.

[*The same was read, as follows:*]

RELATIVE DISTANCES.

To	From Liverpool.	From Southampton.	Difference in favour of Liverpool.	Difference in favour of Southampton.
Dundee - - -	272	553	281	
Glasgow - - -	201	482	281	
Greenock - - -	223	504	281	
Dublin - - -	163	406	243	
Manchester - -	31	268	237	
Liverpool - - -	- - -	281	—	
Leeds - - -	74	204	130	
Birmingham - -	98	192	94	
Bristol - - -	188	198	10	
Newcastle - - -	194	387	193	
London - - -	201	80	- - -	121
Plymouth - - -	316	326	10	
Sheffield - - -	72	175	103	

885. Mr. *Wilson.*] At present the West India mails arrive at Southampton, and you have no doubt that all the letters from Southampton, in the usual way, pass through London?—Yes.

886. Do all the Liverpool letters from Southampton, in the usual way, come through London?—Yes.

887. Do you intend to suggest to the Committee that the importance of the communication between Southampton and Liverpool is sufficiently great to justify the putting on a special mail from Southampton to pass by the circuitous route of Basingstoke, Reading, Oxford, and Birmingham, to Liverpool?—I think that the fact that letters from the East Indies, the West Indies, and the Pacific, arrive at Southampton, is sufficient to justify our expecting a direct conveyance to the North, if there be not one now.

888. How often in the month do you suppose those occasions would occur when the arrivals at Southampton would render that conveyance desirable?—I am not prepared to answer that question directly; as far as my own experience goes, it has happened three times this year that the mail has arrived on Friday, and the outward mail has been departing on the following Monday, and I could not get my letters in time to answer them on Saturday, whilst in London they were received early in the morning. At five o'clock on Saturday afternoon my letters came, whilst the London merchants received their letters between eight

eight and nine o'clock in the morning. The packet sailing on Monday my letters must go off on Saturday night, therefore, for all purposes of business in Liverpool, the mail might as well never have arrived.

889. What packet sails on Monday?—The West India packet; had the mail come direct from Southampton to Liverpool as it went direct from Southampton to London, being sorted at Southampton, I should have had my letters in the morning by the time I reached my office, between nine and ten o'clock.

890. *Chairman.*] What was the delay to which your correspondents were subjected by your not answering them by the Monday's West India mail?—Virtually I had to wait for another packet, 14 days.

891. The whole of the Liverpool West India correspondence was delayed in the same manner?—Yes.

892. How often has that occurred?—Three times this year.

893. Can you speak to any longer period than this year?—Yes, that which has occurred three times this year has occurred occasionally at other times, and might occur with the next packet.

894. Mr. *Wilson.*] Are you aware that if you had answered your letters on Saturday night those letters would have gone by the Southampton mail on Monday?—Yes.

895. You are quite aware that the Southampton mail does not depart until the arrival of the day mail train, therefore any letters of yours, up to Sunday night, would have gone by that mail?—But the letters I receive at five o'clock on the Saturday afternoon contain, perhaps, orders for insurance, or orders to effect sales; the day is gone; I can neither effect insurances nor effect sales, nor do any act of business which I am instructed to perform by those letters; in London they can do all those things.

896. Is not that purely a geographical advantage which London has accidentally with Southampton; have not you a corresponding advantage with the North American mails, which arrive at Liverpool. Supposing a North American mail arrives at four o'clock on Saturday, and another mail is going off the same day to North America, you have an advantage in Liverpool; if the mail arrives at any time on Friday night, or on Saturday morning, you have the whole of the day to transact your business, and to make your replies, whilst the London merchant is not in possession of his letters?—I take it for granted if the North American letters were sent by a roundabout process, to be sorted at some other place, the London merchant would immediately complain of the grievance, and it would be redressed; the letters arriving in Liverpool are sent off to London instantly; we do not send them round, as our letters are sent round, from Southampton to London, but from the port of arrival they are sent direct to their place of destination.

897. Where are the American letters sorted?—In Liverpool.

898. They are not sorted on the voyage, are they?—I believe they are sorted in Liverpool.

899. Then the whole question resolves itself into a question of time, because if a mail arrived at Southampton on a Friday in sufficient time to be dispatched to London, so as to reach London by the departure of the nine o'clock mail, you would receive the letters on Saturday morning; if the packet arrived later in the evening, they would only be able to leave by the night mail, although time might be saved by sorting them on the line quite as much as by sorting them on the sea; yet you could not, in that case, receive your letters by the night mail, and you could only receive your letters in the morning by putting on a direct mail from London specially for the purpose, or by transmitting them from Southampton at a late hour at night by this other circuitous route?—It would surely be a direct route if they were sent by the route which we have been speaking of, from Southampton to Liverpool.

900. Mr. *Fortescue.*] As I understand, you complain of those few occasions when the Liverpool West India letters from Southampton have been too late for the northern mail out of London at night?—Those are very extreme cases that I have put; but I go further than that; I claim the right to have our letters delivered by the morning's mail in Liverpool, if they can be so delivered, as the London merchants have theirs delivered in the morning. It is not merely because I give you a strong case, such as the sailing of a packet almost simultaneously with the arrival of one, that I consider the grievance so hard; although if I could adduce no other, it is almost sufficient to justify me in calling for a remedy. I

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say we have a right to expect that our letters should be delivered by the morning's mail leaving Southampton as at present, by the night mail, equally with the London merchants.

901. *Chairman.*] Have you anything to complain of in the manner in which your West India letters are delivered in Liverpool generally, with the exception of the cases you have already pointed out to the Committee?—Our West India letters, East India letters, and Pacific letters, are always delivered later in Liverpool than they ought to be. If a packet arrives to-day at Southampton, the letters will be delivered in London to-morrow morning, but they will not be delivered in Liverpool till the afternoon. The strong cases I have mentioned are occasioned by the sailing of the outward packet 48 hours after the arrival of the inward packet; and then the inconvenience is so great with us, that the London people have one entire day in which to transact their business, to present bills for acceptance, and effect insurances, whilst we in Liverpool are waiting for our letters, which do not reach us until too late for any business purpose. There is always the difference in the delivery in London and the delivery in Liverpool of between nine in the morning and five in the afternoon.

902. Mr. *Wilson.*] Is that always the case?—Yes, always. If the letters come in to-day to Southampton they are sent up to London to be sorted, and we do not get ours till the following afternoon.

903. Supposing the West India mail arrives at any hour between 11 o'clock in the morning and four or five o'clock in the afternoon at Southampton, would not your letters arrive in London in time for the night mail, and be delivered to you at precisely the same time as the London letters are delivered to the London merchants?—I never remember our receiving the West India letters at any other time than by the morning mail, or the afternoon mail at five o'clock.

904. In the cases in which you have received them by the morning mail, they have left London by the preceding night's mail. Supposing the West India letters arrive in London at four, five, six, or even eight o'clock at night, then you have them in exactly the same time as the London merchants?—It is possible that the arrival of the mail at Southampton might be at such an hour as to meet some particular train that would take it up to London in time to catch the night train, so as to reach us in Liverpool in the morning; but that would be the exception, and not the rule.

905. Is it not as probable that the West India mail may arrive at Southampton in time to bring your letters up by the night-mail as that it may arrive in time to bring them up by the morning-mail?—If the letters went up to London by the night-mail, I presume the sorting would not take place in time for forwarding them to Liverpool before the mail in the morning, and then we should not receive them till the afternoon.

906. Mr. *Horsfall.*] Do not the West India letters as often arrive at Liverpool by the morning-delivery as by the evening-delivery?—I think they do; I should say oftener by the morning-mail.

907. Mr. *Wilson.*] In those cases in which the letters arrive by the morning mail, which you say happens oftener than by the evening-mail, the chances are that you receive your letters exactly at the same time as the London merchants?—Yes, but I do not see why, because there are times when we receive our letters in the morning, that we should at other times be subject to the inconvenience that I have mentioned.

908. Mr. *J. Macgregor.*] Your statement has chiefly related to the West India and Pacific mails which land at Southampton. The East India mail is also landed at Southampton. Is it not the case that the lighter and more rapid mail which comes overland is landed at Dover and passes through London?—Yes.

909. At what hour is that mail delivered in Liverpool?—It is generally delivered at five in the afternoon.

910. Does not the same objection apply to those letters which applies to the West India mails, that they arrive in the afternoon too late for business purposes?—Yes.

911. If those letters could be delivered to you in Liverpool as well as the Southampton letters at half-past one or two o'clock in the day, would not that be a great advantage?—Certainly, to the extent of any time that might be saved between the late hour at which they are now delivered and any earlier hour at which they could be delivered.

912. The

912. The night-mail leaves Paris at seven o'clock, Dover at 5.20; if an arrangement were made that that mail should be carried to Reading so as to arrive there at a quarter-past eight, and be there combined with the mail from Southampton, leaving Southampton at 5.20, and be transmitted onwards to Liverpool, to reach Liverpool in time for delivery at half-past one or two o'clock, would not that be a great advantage?—Yes.

913. You would have all the continental letters and the Indian letters which sometimes arrive by Marseilles and sometimes by Trieste, brought by the mail which left Paris at seven in the evening, and those letters would be delivered in Liverpool at two o'clock, and also all letters which arrived at Southampton in time to be despatched at 5.20 in the morning?—We should save three hours, and that would be very valuable; at the same time there is a great inconvenience attending the arrival of mails in the middle of the day; it distracts one from general business.

914. *Chairman.*] Is the correspondence between Liverpool and Paris very great?—I do not think it is very great.

915. Do you know by what mails the greater part of that correspondence arrives in Liverpool now?—I should think by the morning mail chiefly.

916. The great object, of course, at Liverpool as everywhere else, is to have the arrival in the morning and the despatch in the evening?—Clearly so; that we may have the whole of the day to transact business.

917. Have you any other complaints to make of the present postal arrangements at Liverpool?—Not any; I understood Mr. MacGregor's suggestion to be that we should have the means of obtaining West India or transatlantic letters a few hours sooner.

918. Mr. *J. MacGregor.*] My suggestion was that instead of receiving the eastern and continental letters at five in the afternoon, you might receive them by the proposed arrangement at half-past one or two o'clock?—*Pro tanto*, that would be an advantage.

919. You will observe, with regard to the continental letters and eastern letters coming by the overland route, that it positively gives you those letters with certainty three hours sooner?—It would be a great advantage, certainly.

920. Mr. *Wilson.*] You say there is a great inconvenience in receiving letters in the middle of the day, would you consider the advantage of receiving letters at two o'clock in the day, when virtually the whole of the business transactions of the day are completed, to be so great as to induce you to recommend the Government to put on a special extra mail train, to run all the way direct from Dover, through Reading and Oxford, and in that direction to Liverpool?—I think if it embraced as large a correspondence as the suggestion does, it would be worth while. If we were certain that we should receive the letters to which we are alluding at two in the afternoon, men would make their arrangements so as to act promptly between the hour of two o'clock and the close of business.

921. That would prolong your business hours?—Yes.

922. *Chairman.*] You have mentioned that a mail-cart carries the bags 18 miles out of Liverpool to Warrington, is that for the purpose of reaching the morning mails?—There are two mails, the one starting at half-past one o'clock and the other at night; it is the night-mail that goes by that conveyance.

923. Have any complaints been addressed to the Postmaster-general upon that subject?—I understand there have been many.

924. On the ground of insecurity?—Yes.

925. Mr. *Horsfall.*] Have representations also been made to the Postmaster-general of the inconvenience of not having an evening mail to Scotland?—We consider that we ought to have a direct mail at seven o'clock.

926. *Chairman.*] I think you stated on that subject, that you had not addressed the Postmaster-general?—I believe not.

927. Mr. *Horsfall.*] Has not a memorial been sent in recently, which you signed, from the Chamber of Commerce?—Yes.

928. Mr. *Wilson.*] Are you aware, with reference to the Southampton mail, that the Post-office authorities have already made great efforts to meet the very complaint which you have made by invariably sending off the West India mails, should they arrive too late for the day-mail. Supposing the mails arrive at a late hour and are sent by a special train at any hour up to five o'clock in the afternoon, would not that catch your night-mail?—I heard yesterday in Liver-

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pool that some arrangements had been made with regard to the Brazilian letters, in consequence of the complaints of the Brazilian merchants.

929. Are you not aware that that arrangement extends to the West Indian mails?—No.

930. Mr. *Fortescue.*] With respect to these letters which arrive too late and are sent on by special train, London and Liverpool are upon an equal footing, are not they?—They cannot be upon an equal footing, because the time occupied in sending the letters round from Southampton by way of London, and sorting them in London must, under any circumstances, be lost if you do not sort them in Southampton, and send them direct to Liverpool *viâ* Basingstoke.

931. Perhaps you are not aware, with reference to those letters which are too late for the day mail and are forwarded by any train, that the whole force of the London Post-office is applied to sorting those letters for the forward mails, so that they are received only at the same hour in London as in Liverpool?—I think any manual arrangements made in London could not compensate for the loss of time arising from the circuitous way by which the letters are sent, and the fact that they have to be sorted in London. If the London and Liverpool letters are sorted simultaneously in London, of course the delivery in London must be earlier than with us. If the letters were sorted in Southampton, on board the packet, and sent direct from Southampton, we might have our letters for all business purposes as soon in Liverpool as in London, and that remark would apply to all other large towns in the midland counties, and co-relatively the towns in Scotland.

932. *Chairman.*] Can you afford the Committee any information with regard to the proportion which the Liverpool West India letters bears to the whole of the West India letters of the kingdom?—I could not state that. My remarks do not apply merely to the West India letters, but to the Pacific letters, the Brazilian letters, and a portion of the East India letters.

933. Is it your belief, as regards the West Indian letters, that Liverpool is as deeply interested as London?—I think not; it cannot be; but there is a large connexion between the West Indies and the manufacturing districts, and these last would have as strong a ground of complaint as we have. I do not speak for the interests of Liverpool alone in the evidence which I am now giving, Manchester, and all the other great towns are affected.

934. Mr. *Wilson.*] You have stated that the best mode of communicating with the foreign West India Islands is through the United States. Practically speaking, so far as that portion of the mail is concerned, has not the Liverpool merchant advantage which the London merchant has not?—We have merely the advantage derivable from our being nearer the Atlantic than London is, the letters will have to pass through Liverpool to London, that is an advantage arising from locality of which we cannot be deprived.

935. Mr. *J. MacGregor.*] When you speak of Liverpool, and say that the correspondence there with the West Indies is probably not so great as with London, do you take into account that the same facility which would serve Liverpool would be applicable to Manchester, and all that neighbourhood?—I think I answered the question in a way to evidence that. I remarked that the interests of Liverpool alone were not included in this question, but that all the large towns in the Midland Counties were equally affected.

936. Mr. *Herbert.*] What is the object of the table of distances which you have placed before the Committee?—Mr. Horsfall seemed to think that I was invited to offer some remedy with reference to the West India letters. I presume, if I could point out a way in which the English community could receive their letters more speedily than they do at present, that that would be in the nature of a remedy. I think that table will prove that the letters arriving from abroad by sea would be delivered, if they were brought to Liverpool, all over the kingdom very much sooner than they are at present.

937. In fact, there would be a great saving of time in comparison with the present arrangement?—Very great; this table shows that there is a saving of 281 miles to three places; 243 to another; 237 to another; 130 to another; 94 to another; 10 to another; 193 to another; 10 to another, and 103 to another. The only city inconvenienced is London, and that is to the extent of 121 miles.

938. Would there not be a greater saving if a port still further west were adopted?—I am quite prepared to admit that; you have to consider at the same

same time this fact, that Liverpool is the nucleus of the railway system of the West of England; you find the railways diverge in every direction from the port of Liverpool, and you can transmit letters instantly to all parts of the kingdom.

939. Are you prepared to say that there are any parts of England or Scotland at which a letter arriving on the western coast of Ireland would not be sooner than if it came by sea to Liverpool?—I would not speak against the merits of a packet station on the coast of Ireland, but I take the facts as they are. I find there are ports in existence, there is a railway system in existence, and I see that the packets are taken to the most inconvenient port in the kingdom.

940. Is it not the fact, that even a greater saving of time than that which you propose would be effected by the adoption of some port on the western coast of Irelahd?—When that saving of time can be effected, I should be an advocate for it; I would sink all local prejudices and feelings.

941. Are you aware that two railways at all events at present exist between the principal ports in Ireland?—I am. Whatever is for the benefit of the country, I should submit to. I would not advocate the interests of any locality, though it might be my own. I do maintain that the interests of the country should not be sacrificed as they now are by the present postal arrangements. I do not despair of seeing the whole question opened, and that very shortly. At this moment, the country is taxed to the amount of something like 240,000 *l.*, per annum for a service which is virtually as regards a large portion of the West India islands, futile, because the letters are received from the foreign West India islands by way of America from 10 to 11 days sooner than our West India packets bring them; for all useful purposes, the service might be given up to-morrow as far as the foreign West India islands are concerned. I am prepared, if the Committee desire it, to show the days of arrival of copies of letters coming by the West India mails, and the originals by the American.

942. Mr. *J. MacGregor.*] Does it appear to you, that the want of more facility by railway communication for letters, causes persons to use the electric telegraph?—If you were to improve the mode of conveyance by post, the electric telegraph would to that extent be less frequently used. But the fact that we can send messages at so cheap a rate, and so rapidly by telegraph, has very largely interfered with the postal communication. At the same time, I think, if you could afford greater accommodation by the Post-office, the fact of opening negociations through the telegraph, might eventually increase the amount of letters. In other words, men will ask questions by the telegraph, which they will explain at greater length by letter.

943. I dare say you have noticed the increase which has taken place in railway communication, during the last 10 years; in 1844 there were 2,240 miles of railway open, and then the number of letters carried through the post was 242,000,000; in 1853, there were 7,512 miles of railway open, and the number of letters had only increased about 70 per cent., namely, to 411,000,000; during the same time the number of persons carried by railway has increased, from 30,000,000 odd to 95,000,000 odd; does not it appear to you to be a fair mode of reasoning, by analogy, that if full facilities had been given by the Post-office, the increase in the number of letters would have been greater than 77 per cent.?—I think if facilities had been given by the Post-office corresponding with those given by railways, the increase in the number of letters ought to have borne a comparison to the increase in the number of passengers. Answering the question generally, I think the electric telegraph has interfered with the postal communication.

944. Mr. *Wilson.*] When there is an arrival of an Indian mail, or a West India mail, or any foreign mail in London in the morning, although you do not get letters till the afternoon; by 10 in the morning you know that the mail has arrived, and you also know all the most important facts bearing upon your interests, such as the rates of exchange, and other things, by the electric telegraph?—An outline of the news is given by the telegraph. That which would govern us, generally, in the management of produce in the market, and regulate the current work of the day we are informed of in time enough, but the detailed instructions which come by letter of course we do not get.

945. Suppose you had a public sale of indigo advertised for Tuesday, and a mail arrived in London at eight o'clock on Tuesday morning, and it brought any important information from India as to inundations, or anything affecting the

Indigo crop, you would know that before the sale commenced, and you would be in possession of all the information which affected your interest in that respect so soon as the London merchants?—Information is not generally so correct by telegraph as to induce the merchant to act upon it until he has more certain news from his own correspondents; so far the London merchant is in a much better position than the Liverpool merchants.

946. Suppose the damages to the crop were such, either in the West Indies by a hurricane, or in the East Indies by an inundation, that the prices were much affected upon the spot, at Calcutta or in the West Indies, would you not have that information by the electric telegraph?—It would be given in very general terms, and not such as we should be inclined to act upon.

947. Mr. *Horsfall.*] Is not telegraphic information often given which is at variance with the contents of private letters?—You run a risk under any circumstances with the tricks that are played.

948. Mr. *Wilson.*] I do not allude to the mere telegraphic despatches which come before the public in the newspapers; but suppose your correspondent in London is suddenly, early in the morning, certain that he can communicate to you any facts interesting to you, so that you could have them in time for the business of that day, might not that information be conveyed by the electric telegraph?—Yes; but it would be a hard case to place the Liverpool merchant under the care of the London correspondent; their interests might not go together. A circumstance has been named to me by one of our West India merchants; he says he knew a merchant who had gone to Southampton with the intention of embarking there; the inward packet arriving just as he was about to embark, his letters actually passed him, and went up to London, and he did not get them till he arrived in the West Indies.

949. Would it not be the same with a London merchant?—It need not have occurred to either a London or a Liverpool merchant if the letters had been sorted at Southampton; but by their being sent to London he went across the Atlantic before he got them.

950. You are aware that no person would be allowed to receive letters at Southampton addressed to a person in London?—There are cases of that sort.

951. Mr. *J. MacGregor.*] I believe the advantage of an acceleration of mails, and the value of letters rather than telegraphic messages, is, that a merchant in Liverpool, acting on limits from Calcutta, or any other foreign place, would be bound to obey those limits; if that merchant held a consignment of indigo on limits, although the market might be affected by public intelligence, he could not refrain from acting upon his limits unless he got letters revoking them?—Clearly not.

952. The electric telegraph is not a substitute for the general purposes of mercantile correspondence and information?—Foreign correspondence, certainly not.

953. Mr. *Wilson.*] Do you remember a case which occurred a few years ago, which strongly illustrates the hardship to the Liverpool merchants from the system at Southampton; do you remember that one Saturday a packet arrived an hour or two before the departure of the Liverpool mail; some Liverpool merchants, who had shipped a quantity of bullion to the United States, had been induced to reland it, from an alteration in the prices, whilst Messrs. Barings sent their bullion agent down and shipped it, and their bullion went off at a great rise, while the bullion of the Liverpool merchants was left at a considerable loss?—It did occur, and if any arrangements could be made to prevent such accidents, they ought to be made.

954. Do not those cases arise from geographical position, which cannot, in every case, be met?—I maintain that the geographical position of Southampton, London, and Liverpool are not such as ought to lay us under the inconvenience of which I complain.

955. Mr. *Philipps.*] Could a special mail train be appointed to run at varying times, according to the arrival of the packets, over two or three lines of railway, without the risk of interference with the general arrangements of those railways?—The railway managers could answer that. I should think you could put on no special train without occasioning some inconvenience.

956. Mr. *J. MacGregor.*] Do you think that the European correspondence and the overland mail combined, which would arrive in Liverpool three hours earlier,

earlier, facilitated in the way pointed out, by Reigate, Reading, Oxford, and Birmingham, combined with the certainty of 12 hours' additional time at Southamption, for the chance of the arrival of packets there, after the London night mail had been dispatched, would warrant a special service from Southampton and Dover inwards?—I quite think so.

957. Mr. *Wilson.*] In that case you would only propose to have your letters at two in the afternoon, and not in the morning?—Yes; my reply to a former question was, that, *pro tanto*, we should be glad of such an accommodation, although it would not at all meet the case as regarded the Southampton letters.

Mr. *Robert Andrew Macfie*, called in; and Examined.

958. *Chairman.*] I BELIEVE you are a merchant at Liverpool?—I am a Sugar Refiner at Liverpool; we have a parent establishment in Greenock, and we have a place for buying and selling sugar in Glasgow.

959. Have you any suggestions to make to the Committee on the subject of their inquiry?—The district of which Lancashire forms the chief portion is the great seat of the manufacturing business of the kingdom; besides its importance as the place of production of salt and other important mineral articles. In it is also the great port of the world, for internal trade (being in the centre of the British isles), for foreign trade, and, likewise, for transit of passengers. In either of these respects the district is entitled to have ample and independent mail communications, even though its population were counted by hundreds of thousands, and not by millions. Without comparing the relative degrees of importance of different kinds of correspondence, it is fair to bear in mind that correspondence amongst men of business is not a duty or a luxury, but a necessity. Merchants require this correspondence, and are entitled to proper and sufficient machinery for conducting it, by quick and frequent and well-timed mails. I make no more than a passing allusion to the magnitude and number of the money transactions which the trade of Liverpool creates. The State undertakes the work, and should do it thoroughly. But it is not only for the sake of the merchants of Liverpool, or the manufacturers of Manchester, that the Lancashire mails deserve more attention; it is, perhaps, not less for the sake of those other districts of the kingdom which correspond with these places. The people of the district do not consume the articles which they manufacture or trade in; they do the work as auxiliaries or agents of the inhabitants of other parts, the neighbouring counties, Scotland, Ireland, &c., who so far therefore, being principals, are even more interested in the transmission. And the merchants of those other parts are much concerned in having their mails quick and well-timed, because if they have not they cannot trade in the same articles that form the staple of Liverpool commerce with due early information, and with due opportunity of promptly acting, and, therefore, not to the same advantage as they otherwise might, or as the Liverpool merchants do. There is this inducement for the Government to grant the required facilities, that from the close proximity of the great seat of manufactures and the great seat of trade to one another, the accommodation and expense which would be needed, and would not be too much for the former only, also serves and suffices for the latter. Besides, Irish and Welsh letters would go by these mails. There is something too in the fact of Liverpool being a port at which the American and other packets are continually landing large mail bags, to call for frequent mails thence, inasmuch as the hours when seagoing and ocean steamers arrive are of course uncertain and various; if there be not properly adjusted posts, the letters from distant parts must be unnecessarily retarded. At present, the mails to and from Scotland cannot be said to be ill adjusted, for they are not adjusted at all. There has not been a Lancashire mail to and from the North for many years; the bags are kept for the London mail, and made up for it in spite of admitted inconvenience. It is now acknowledged to be right that important towns should have two posts a day to and from other important towns; but very great as is the importance of Liverpool and Manchester, they have only one post delivery from the North; and although they have two posts to the North, these are made up at unsuitable times; one of them too early, before the hours of 'Change in both places, the other at an hour too late, so as to arrive after the commencement of business, or during the afternoon, at the cities and seats of business in Scotland. The letters sent by the one for the two great cities of the North lie there for

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hours undelivered; those by the other lie in Liverpool and Manchester for hours undispatched. It is needless to explain how very awkward such hours are; to state what they are is quite enough. A remedy could easily be applied: let there be two really Lancashire mails. (The express trains carry passengers from Edinburgh to Liverpool in about seven hours.) These mails might indeed start from London, and be supplementary; in fact, Scotland and Lancashire might by that means have three mails from London, so lightening each of the other dispatches. In former years, when the horse-coach, with the London bags, took about four-and-twenty hours to traverse the distance from the metropolis to Lancashire, there was no impropriety in making it bear also those of Lancashire, because then the hours that suited the one did perhaps about equally well suit the other; but the case is not so now; besides, the trade of the district has doubled within about 15 years (judging by returns); Liverpool is a great seat of the sugar, tea, corn, provision, dry-saltery, wool, cotton, hide, and timber trades, of the North and South American, Continental, East and West India, Australian, and African business, and, to speak more generally, of the export and passenger trades. In what part of the kingdom may you not see the large bills for its emigrant ships? There have been some lines of packets (sailing, screw, and paddle) lately added, and likely to be still more, if the war do not prevent. To establish separate Lancashire mails would afford great and much wanted opportunities for passengers. Greenock is a port of importance, yet there is no train or conveyance, however early, by which a passenger can leave Liverpool so as to reach it on the same day; although passengers from Greenock to Liverpool come up in nine hours, an inhabitant of that town cannot leave Liverpool later than Friday, if he is to reach home before Monday, and spend his day of rest with his family, and even then he must spend the night in a hotel on the way. Even for Edinburgh and Glasgow a person cannot leave Liverpool later in the afternoon than about four o'clock. He may, indeed, leave later if he will sleep in a hotel by the way, but if so, he would arrive only in the forenoon of the following day. An express train leaves Edinburgh about 11 a.m. and arrives at Liverpool at about six, but brings no mail, although for family correspondence letters by it would be deliverable at a suitable time. There is, indeed, a want of a late delivery. The last letter-carrier commences his round at about half-past four; in other towns not till much later. In London, at eight p.m., Greenock 7.20. Of course defects in the town deliveries in Liverpool aggravate the evils which have been pointed out. In the preceding observations, the case of business letters mainly has been in view; but because Liverpool is a place chiefly regarded as a place of commerce and a packet station, we must not forget that its residents have family relations, which require and entitle them to expect from the Post-office such arrangements, even for the purposes of private correspondence, as are cheerfully conceded to places like Cheltenham or Bath, where there is little general commerce, and whence there are no packets. In fact, this is so much neglected, and so little attention is paid to the convenience of merchants that do not keep private boxes at the post-office, and of the retail dealers (great as this last interest is), that there are but three deliveries, and they take about two hours each, whereas London has ten, taking not much more than one hour each, though there are even in Liverpool nine deliveries to parties who call for their letters, having boxes. The letters from Scotland are delivered at private residences, and to the merchants who have not boxes, between the hours of eight and ten a.m. Answers must be posted at the district posts before half-past twelve, if to be delivered in the great cities of Scotland next morning. In Edinburgh the delivery by letter-carriers begins at half-past seven, a.m.; in Greenock, at seven, a.m.; but in Liverpool not till between eight and nine, although there is no reason or necessity for its being so late, since the great mails, London, Dublin, &c., either do or might arrive during the night, or very early in the morning. This late commencement and slow completion of the ordinary delivery at Liverpool has the following disadvantages besides: 1. Men of business do not get their private and family letters before they leave home, unless they are content to reach their offices beyond the usual hour for merchants; 2. Persons about to leave town by the trains that depart at the desirable hours, nine to half-past nine, do not get these letters before starting. There are two principles of conducting the Post-office system, which combine to call for another and better treatment of Liverpool; 1. Places whose traffic and correspondence are so great, especially those that have convenient express trains, as to make the expense of mails

mails amount to but a small per-centage on the income they afford, may fairly enjoy more frequent and even more costly posts than smaller places, the correspondence of which can only have equal facilitation at a much greater ratio of expense; 2. There should be, besides London, one or more great centres of districts, whence may radiate, and whither may converge, a variety of other mails for the accommodation of their districts. It is on this principle that the great passenger, carrying, and wholesale trades of the kingdom are conducted. London has the district it supplies; Liverpool its district; Glasgow its; and so on. Nor let it be supposed that the fact of there being telegraphic communications supersedes the force of the considerations urged. The telegraph is dear, unsafe for important business, and not applicable to general correspondence. Persons who do not pay two guineas for a box have only three deliveries. I may also mention that the mail at night, which has been alluded to by Mr. Bouch as being carried in an open cart with one person, the driver, and no guard, and no arms, very frequently contains a very important description of correspondence when packets arrive, as they do once or twice a week in Liverpool, with remittances from America, Australia, and other places. I conceive if it were known to highwaymen, we should have a tremendous robbery.

960. Mr. *Liddell.*] You allude to the mail-cart to Warrington?—Yes. The next remark I have to make is again with regard to our Liverpool and Scotch mails; we had great accommodation for several months by an express train which leaves London about half-past nine in the morning, and even now goes as far as Lancaster; it was then carried on to Edinburgh and Glasgow, and took bags to those cities. The railway company said, "We will give up running this train to Scotland, and not carry it further than Lancaster." Lord Canning had a right to say that he would have the train continued, and submit the matter to arbitration if he thought the demand made by the company too high; but he would not risk a reference. I remember when his Lordship was spoken to about the sudden withdrawal of this mail, he said, in substance, "Do not apply to me, apply to the railway directors; they are the men to blame." Lord Canning erred in this; he ought to have paid the directors the money, and then he would have got an outcry in the country, "See how they are robbing the public revenue." Another remark I have to volunteer is, that I question whether the system of conveyance of mails by railways will not be soon superseded with regard to great trunk lines. I am happy to observe that in America they are now introducing a new system; they are trying to have a great tube from one important town to another, for instance, from Liverpool to London, by which we should have constant half-hourly transmission; then, in case a foreign mail arrived in London in the morning it would arrive, and be delivered, almost simultaneously in Liverpool. I have no doubt Lord Canning is making due inquiries upon that point; perhaps that may remove some of the difficulties we are complaining of, while it will lend force to what has been advanced in favour of Liverpool, and other places, as centres for distribution. With regard to sorting letters in the packets, the postmaster at Liverpool, who is always inclined to render facilities, gave me this information; that the objection to sorting was, that there would be such an enormous charge made for the space on board ship that would be required by the sorters. Considering that these voyages occupy about 10 or 12 days, I think there might be an arrangement made by which less space would be required than to sort in travelling upon the railway. They have to accomplish the sorting upon the railway in a small number of hours, but on board the packet it would be spread over a considerable number of days; I think with that advantage the space might be very materially lessened. With regard to the importance attached by the Honourable Member for Sandwich and the previous witness to the Continental trade, I must say that the importance of it can hardly be exaggerated; the trade of Liverpool, so far as the Continent is concerned, appears to be greatly increasing; perhaps I should add, that although it is falling into the hands of foreigners, this is not altogether a disadvantage, inasmuch as they bring a great deal of trade with them; we get a great deal of trade by having foreigners among us which we otherwise should not enjoy. I wish also to observe, that it would be a great advantage if the mail from London, which leaves in the morning and arrives about half-past four, could come about an hour earlier; yet I think that suggestion has been superseded by the better arrangement which Mr. MacGregor has propounded.

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961. Is the system of transmission of letters by tubes extensively practised in America to your own knowledge?—I understand the tube is now being fitted up, and I read in the American papers lately that in a few months it will be in operation.

962. *Chairman.*] How long are you, taking advantage of the mails which now exist, in getting answers from Glasgow to Liverpool, if you write by the mail which leaves Liverpool at half-past one in the day?—If we write on Monday we get an answer on Wednesday morning; we cannot get it sooner.

963. If you write by the mail at 12 at night, when do you get an answer?—The answer comes at the same time, but the correspondent has only half a day for making up the answer; the disadvantage, which is considerable at Glasgow and at Edinburgh, is very much greater in places such as Greenock, or Dundee, or other places at some distance from those centres of distribution,

964. Mr. *Horsfall.*] Is the complaint very general in Liverpool in reference to the withdrawal of the Scotch mail which used to run in the evening?—People regard it as an intolerable state of matters; the wonder is that the Scotch mail has not been put right, because memorial after memorial has gone in till the people are disheartened from making memorials; I called once at the Bank of England with a memorial to be signed; I said to Mr. Fletcher, the agent of the bank, "Will you sign this memorial?" he said, "I will not sign it, but I will authorise you to state that it is exceedingly inconvenient to the bank; we cannot give letters of credit on Scotland later than a comparatively early hour, because we like to send our advices off by the same post that carries the draft."

965. Are the evils resulting from the discontinuance of that mail confined to Liverpool?—No, they are still greater in the places letters are sent to than the place from which they come; I have noticed that in establishing lines of packets it is generally a smaller place that established a line of packets to a larger; that is a proof to me that the business with the larger place is a more important consideration to the smaller than to the larger. The smaller feels most any want of facilities for their reciprocal trade, and provides them. Upon that principle I argue that the business letters and proper transmission of them a remore important to the whole country than to Liverpool, which dispatches the letters.

966. Mr. *J. MacGregor.*] Did you understand that the proposed mail which was to arrive at two at Liverpool was to bring the London letters?—No; the London letters that arrive by the mail in the evening are of exceedingly little importance; it is only for the sake of Continental and East and West India letters.

967. Mr. *Wilson.*] Do you understand that all the various letters which arrive in London in the morning, and which are sent by the day mail to Liverpool, would not be included of course in that mail?—We could dispense with the day mail with great comfort, except that if Mr. MacGregor's proposed mail came by an express train it might not answer to pick up the letters from the small places on the way.

968. For example, you have at Liverpool by the day mail all the letters which arrive in London from the east, the west, and the south, and from other parts, except from the north of England, which all converge in London in the morning; the whole of those letters you receive by your day mail; you are aware that the proposed Continental mail to arrive at two o'clock instead of five, would not contain any of those letters?—The Birmingham letters would or might come by it, which are a very important part of the Liverpool correspondence.

969. Your suggestion is with regard to direct Scotch mails, that you should have a system of mails diverging from Liverpool for the correspondence between Liverpool and Scotland alone, and irrespective altogether of the London mails from London to Scotland?—Decidedly.

970. I think you suggested also that they should come direct by quick trains, which would come in less time, and not stop at any intermediate places?—The mails up from the north we do not complain of; perhaps they are a little defective; without calling upon the Post-office to establish a new up mail train to accommodate even the larger communities of Edinburgh, Glasgow, Liverpool, and Manchester, these might receive more accommodation than they do, and at no great cost, if use were made of the day express which now exists and carries passengers only.

971. In that case the whole of the intermediate towns at which the train would not stop would have no advantage from that mail?—I have endeavoured

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to show that in Post-office matters we must follow the example of men of business; in our own business, as distributors of sugar in the kingdom, we do not attempt to distribute in the London district, nor the London wholesale houses much in our district.

972. Do you propose that you should have mails direct from Liverpool to Edinburgh, and to Glasgow, and that those mails should serve all the intermediate towns?—I do not object to their serving the intermediate towns; I think the intermediate towns ought to be served, and would be served, about as much as they are served at this moment. The exceptional case I put forward was, that there being an express train which leaves Edinburgh at a quarter to eleven in the morning, it should be availed of to bring the bags for those places at which it stops, especially Liverpool and Manchester, which I think are the termini of its course.

973. Mr. *J. MacGregor.*] Are you aware that the proposed mail would bring on the correspondence from Oxford, Birmingham, and various other towns to Liverpool; that wherever the train stopped it could pick up bags; would it not be some advantage to have letters leaving Birmingham at 10, distributed in Liverpool at two o'clock, with the Continental and Southampton mail?—It would be a new and additional advantage. It would be of very great importance. The importance of an early delivery of afternoon letters has been increased within the last few weeks; the railway porters who manage the transmission of goods at the stations are getting much more refractory than they were; we cannot get goods taken into the railway station now later than about six o'clock at night; it is therefore important that we should send our goods sooner; we make it a point to send our sugars to the stations on the very day that we receive the order, when we can properly.

974. Do you think the increase of the facility by these mails would increase the number of letters written?—There can be no question about it.

975. Mr. *Wilson.*] At the present moment you receive all letters that are written at Birmingham, up to 10 or 12 o'clock at night, by the morning mail?—Yes.

976. If this mail were passing through Birmingham at nine, ten, or half-past ten o'clock, so as to arrive in Liverpool at half-past one o'clock, would you receive many more letters?—Yes, I think we should. There would be encouragement for such a course of correspondence as the following. A grocer at Birmingham writes for our prices; we answer. If he receive the letter at nine in the morning he might send his order by the new train. All this could take place within hours, and goods forwarded within that time.

977. Do you think there would be time, after the delivery in the morning, for writing the answer and for posting it in time for a train arriving at from nine to ten o'clock. As a matter of business, to men receiving their letters at half-past eight o'clock, would a mail passing through the town about ten be of much use?—I think in small towns it would, but probably not so in large cities where men do not go to business before breakfast so generally.

978. Birmingham is the place of which I am speaking?—I do not know the habits of the Birmingham people. I know that in retail businesses persons very frequently go before breakfast to business and get their letters. In such a case as that which I have brought forward in our trade, a man would send his answer instantly. I might remark, to show the importance of quick correspondence, that since the introduction of the railway system persons having shops do not keep the stocks they were accustomed to keep in former times. With respect to the article of sugar, it is doubtful whether ten days' consumption is kept in the kingdom, duty paid (if we except the stocks in the sugar-houses).

979. You write to a man from Liverpool at night, he receives your letter at the ordinary time of delivering letters in Birmingham, which may be half-past nine or half-past eight o'clock; there is a mail passing through his town half an hour afterwards; practically speaking, would he avail himself of that mail except in a case of great emergency, when he had an opportunity of sending by a mail at two or three o'clock?—Unless he had a couple of hours, it would be, practically, of little use.

980. Between the time of delivery and the time of closing the next box?—Yes.

981. If there were a mail in the middle of the day he would not make any great effort to use it?—The trade of the smaller towns in the country is chiefly

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internal, and the prompt delivery of goods is a matter of considerable importance to them; if a person knew that his stock was light he might be in attendance to avail himself of the earliest means of communication.

982. *Chairman.*] When you state that there is only 10 days' consumption of sugar in the country, do you mean to show that that leads to a great deal more correspondence in the mode of conducting business?—Yes, and that the correspondence requires to be rapid.

983. Mr. *J. MacGregor.*] Do you know that a train which passes various towns besides Birmingham can deliver bags and receive them, without stopping.—Yes, I have seen it.

984. Therefore such a train would not only serve Birmingham, but the other towns through which it passed?—Yes.

Mr. *Charles B. Banning*, called in; and Examined.

Mr. *C. B. Banning.*

985. *Chairman.*] I BELIEVE you are Postmaster of Liverpool?—Yes.

986. How long have you held that situation?—Seven years.

987. Have you, during the time you have held that situation, had many complaints made to you by the merchants of Liverpool with regard to the postal service?—I have frequently had complaints respecting the communication between Liverpool and Scotland, complaining of what you have heard of to-day, namely, not having a special mail communication between Liverpool and Scotland, and complaining of the early period of the day at which they were obliged to write letters to be delivered in Edinburgh and Glasgow the following morning.

988. Is the number of letters which passes through your hands between Liverpool, Glasgow, and the North, very considerable?—Yes.

989. Is it sufficiently numerous, in your opinion, to justify the establishment of another mail?—That is rather an important question for me to answer, as it would depend upon the expense of such a mail.

990. Does not the first mail leave Liverpool at half-past one in the day?—It leaves at 1.55 p.m.; and the letters are delivered the following morning, I presume about eight o'clock.

991. What time does the second mail leave Liverpool?—The second mail leaves at midnight and arrives about 10 or 11 in the morning, and is delivered about one in the day with the London mail; in fact, the one falls into the London day mail, the other into the London night mail.

992. Mr. *Horsfall.*] A few years ago, was not there a direct mail from Liverpool to Scotland, leaving in the evening?—There was last year a direct mail to Edinburgh and Glasgow from Liverpool.

993. Have you heard frequent complaints of that mail being taken off?—Yes; its discontinuance has caused very great dissatisfaction.

994. *Chairman.*] When was it taken off?—It was taken off on the 1st of September last.

995. Mr. *Horsfall.*] Do you know the cause of that mail being taken off?—It was in consequence of the train being taken off.

996. *Chairman.*] By what train did that go?—I think it was the express train from London to Edinburgh, and the branch train left Liverpool about a quarter to ten at night. I rather think it left London about five o'clock in the evening and went on to Edinburgh; but that train is now discontinued.

997. From your knowledge as postmaster, was a large proportion of the Scotch postage sent by that mail?—There was certainly a very large correspondence sent in that way.

998. Mr. *Horsfall.*] Of course that mail took all the letters posted between the time of the early mail and night mail?—At that time the mid-day mail to Scotland was still continued; there were three mails to Edinburgh and Glasgow, whereas now there are only two; therefore that night mail leaving Liverpool at half-past nine, took the correspondence between one o'clock in the day and nine at night.

999. *Chairman.*] Which now goes by the 12 o'clock mail?—Yes.

1000. Mr. *Wilson.*] Did that mail take the great bulk of the letters which goes by the day mail?—Yes.

1001. *Chairman.*] At that time was the correspondence carried by the 12 o'clock mail considerable?—No; the correspondence between Liverpool and Edinburgh and

and Glasgow could be none at all scarcely, except in the case of the arrival of an American mail packet in time for it, which might happen occasionally.

1002. Mr. *Fortescue.*] That mail ran for about a year or more?—I think so.

1003. Was not it the case that the inhabitants of Liverpool were told at the time that that mail depended entirely upon the continuance of the railway train, of which advantage was taken by sending a railway guard with the bags?—I think it was clearly understood that there was that contingency.

1004. And the mail was discontinued because the train was discontinued, by the railway stopping at Lancaster instead of running to Edinburgh and Glasgow?—I received instructions to make that generally known, which I did; it was generally known to all the commercial community of Liverpool that it was discontinued, simply because the railway company had taken off the train, and the demands they made for continuing it were very exorbitant.

1005. Mr. *Horsfall.*] The question is, not as to whether you made known the fact of the train been discontinued, but whether you made known the fact that the letters were only sent by that train as an experiment?—My impression is that I did not receive special instructions to point that out, but that there was an understanding of that sort.

1006. Mr. *Fortescue.*] In the summer of 1852, when that mail was first issued, was it generally understood that its continuance depended upon the continuance of that train?—That is certainly my impression; and I think that was explained to the public.

1007. Mr. *Liddell.*] Is it not the case that the train that leaves Liverpool for the north at half-past nine p.m., is delayed four hours at Lancaster?—There is no mail now sent by that train.

1008. There is a train which leaves Liverpool, which is delayed four hours at Lancaster, is there not?—There is such a train I see, in Bradshaw's Guide, running to Lancaster; it can hardly be called a communication with Scotland.

1009. Mr. *Wilson.*] That extra train was not an extra mail train, but a passenger train availed of by the Post-office?—Yes.

1010. Do you suppose the train was put on by the railway, and was not found to answer, and they took it off?—Yes.

1011. Mr. *Horsfall.*] Will you state to the Committee how many mails are dispatched from Liverpool to Derby in the course of the day?—There are five different dispatches by which letters for Derby are sent from Liverpool.

1012. When ought those letters to be delivered?—A letter leaving Liverpool to-day ought to be delivered at Derby to-morrow.

1013. Are you aware of frequent complaints with reference to letters for the district round Derby?—Yes.

1014. When ought letters to be delivered for Ashbourn, Wirksworth, and all round that district?—That being out of my province, I cannot undertake to say when those letters ought to be delivered, because I do not know the arrangements at other towns; I know my own, but not those connected with other towns.

1015. You are aware that complaints have been made to you, as well as to the General Post-office, that those letters are not delivered till the third morning?—Yes.

1016. I think I sent you a letter from the postmaster at Derby, explaining that fact; you have that letter I think?—Yes.

1017. Be so good as to read the extract explaining the cause of the delay in the delivery of those letters?—This is dated Derby, 31 March 1854. "Letters from Liverpool now invariably arrive at my office after the departure of the Ashbourn mail-cart, coming by the way of Manchester and Sheffield; so all those letters remain in my office 24 hours for Ashbourn, Wirksworth, and all the intermediate neighbourhood. (signed) *Thomas Bainbrigge.*"

1018. There is no direct mail on the North Staffordshire line?—No, I think not.

1019. If the mail was dispatched by the express five o'clock train in the afternoon, those letters would be delivered at Derby that night at half-past nine?—Yes.

1020. Which would insure their being sent by the early mail-carts to the whole of the district around?—Yes, certainly.

1021. *Chairman.*] Is that correspondence large?—The correspondence between Liverpool and Derby must be considerable; but I am not prepared to say what is the actual extent of it.

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1022. Mr. *Horsfall.*] Look at that envelope (*handing an envelope to the Witness*); when was that posted in Liverpool?—On the night of the 25th of March, but too late to go forward that night; there is the Derby post-mark of the 27th of March on it.

1023. I think you took some pains to try and find out where the difficulty lay in the delivery of the letters for the district around Derby?—Yes.

1024. You could not arrive at any satisfactory conclusion, except that the delay did not take place in your office?—That I was quite satisfied about; it took place somewhere on the road.

1025. *Chairman.*] What is the time which the ordinary correspondence between Liverpool and Derby takes; how long would you be in getting answers to those letters?—A letter written to-day ought to reach Derby to-morrow; and a letter leaving Derby to-morrow, ought to reach Liverpool the following morning.

1026. Mr. *J. MacGregor.*] Is the correspondence from Liverpool, by way of Southampton, of considerable importance?—Certainly.

1027. Is not the importance of the Continental and East India correspondence which passes through France very great?—Yes, certainly.

1028. Mr. *Wilson.*] The Continental trade is increasing?—I think so.

1029. Are your East India mails large?—Yes, very large.

1030. Mr. *J. MacGregor.*] It is a correspondence you would think entitled to great facilities?—Certainly; it being so extensive I should say it would be.

1031. Mr. *Wilson.*] Can you give the Committee the relative proportion of foreign letters, including Continental letters and the inland letters, which arrive by the day-mail?—In point of numbers I am not prepared to say; the only criterion I can give is to state that the amount of revenue that we collect in money almost all comes by the day mail from London to Liverpool; all our heavy mails for which we have to collect heavy amounts of postage almost invariably come by that post.

1032. Are you not aware that you are only collecting for foreign countries as well as for this country; that you are only getting 1 *d.* from London, and that 1 *s.* 1 *d.*, 11 *d.*, and 9 *d.* are paid in the General Post-office in foreign countries?—I know that a large proportion of the postage goes to other countries.

1033. What proportion do the inland British letters which come by the day mail bear to the foreign letters; are they equal, or half, or a quarter?—I should say the inland letters are very few as compared with the foreign letters by the day mail.

1034. Mr. *J. MacGregor.*] Has the weight of the bags passing through the Liverpool Post-office increased much?—Yes, very much.

1035. Since you were permitted, by the sanction of the Treasury, to carry heavy parcels?—There is a very great increase in them.

1036. Manyfold?—I cannot say how manyfold.

1037. Have you ever weighed the bags at any time?—I have occasionally.

1038. Have you the means of saying what that increase is now in Liverpool?—I think probably at the General Post-office they would be able to give some information upon that point; I have made returns at different periods to the General Post-office of the weight of the bags; they would be able to furnish it no doubt.

1039. Is not the correspondence with Glasgow and with the North an important correspondence?—It is a very important correspondence.

1040. Mr. *Horsfall.*] How soon after the arrival of the Cunard line of steamers are the letters delivered in Liverpool?—Generally from about two hours to two hours and a half.

1041. Are the letters to London then sent forward by the first train?—They are sent on by the first train leaving after their arrival.

1042. Mr. *Herbert.*] Are there many Irish letters in those bags?—Yes, each American mail brings many thousands of letters for Ireland.

1043. Are they sorted in Liverpool for Ireland?—Yes.

1044. Is that a very large mail?—Yes.

1045. Is the proportion of the American mail frequently larger for Ireland than for the rest of the kingdom?—No.

1046. Is it larger in proportion to Scotland?—It is very much larger.

1047. Mr. *Horsfall.*] The letters being sorted in America, might not the same course be pursued in the Colonies; for instance, a bag being made up for Liverpool

pool and for the North, by sorting on board the vessel the letters might immediately on their arrival at Southampton be despatched for London?—I imagine there must be a difficulty about that, or it would be done; my impression is that that is a point not lost sight of by the Post-office authorities; I think it would be done if they found it feasible.

1048. Mr. *MacGregor.*] Would it not seem much easier to sort letters on board ship than to examine luggage?—I see no difficulty in sorting letters on board ship.

1049. Do you know that the present Secretary to the Treasury made arrangements to allow the luggage of passengers coming from the Continent to be examined during the voyage?—I was not aware of that.

1050. Might not letters be sorted on board ship with equal facility?—Yes.

1051. *Chairman.*] Can you give the Committee any idea of the weight of the West India bags from Liverpool?—No, I cannot do that, because all the West India correspondence goes from Liverpool to London, and is mixed up with the London correspondence.

1052. No bag is made up at Liverpool for the West Indies?—No.

1053. Mr. *J. MacGregor.*] In case of there being instructions to forward the bags direct to Southampton, not to London, there would be no difficulty in sorting the letters at Liverpool?—No.

1054. Is your establishment large enough for the business of Liverpool?—The establishment frequently requires increasing. I yesterday received authority for six additional clerks.

1055. Mr. *Horsfall.*] If the West India mail arrived at Liverpool, would you require a much larger staff than you have now, or would the same staff which sorts the letters coming by the Cunard steamers suffice?—It is difficult to say how that might be if the two came together; if the West India mail and the American mail happened to come together, it would require a much greater force to complete them both at the same time.

1056. Mr. *J. MacGregor.*] If the letters were sorted on board ship you would often be able to despatch the London letters by trains you now miss?—The arrangement would make a difference of a great many hours to many places.

1057. Sometimes a post?—Yes.

1058. Mr. *Wilson.*] Have you found much inconvenience latterly in the Post-office from the great demand for persons in the position of clerks, causing persons to leave your employment and go into other branches of business?—I have experienced a great deal of difficulty in consequence of that.

1059. The great emigration and the great demand for clerks has led to considerable difficulty in your department in Liverpool in conducting your business?—Yes. I find that young men who are useful and intelligent are almost sure to leave, because they get employment elsewhere upon much better terms. I have lost a great many good and efficient hands from that cause.

1060. Mr. *Horsfall.*] The general range for clerks being much higher than it was?—Yes; the mercantile body pay better.

1061. Does not the same apply to letter-carriers; the pay they receive is 18 *s.*, is it not?—They have 20 *s.*, except about 12, who receive an additional half-crown for being sorters.

1062. Are you aware that the labourers on the dock quays are getting 24 *s.* a week for six days' labour?—I believe it is so.

1063. Mr. *J. MacGregor.*] Have the wages given to your men been raised lately?—No.

1064. Mr. *Horsfall.*] The letter-carriers getting 4 *s.* a week less for seven days than the dock-labourers do for six?—Yes.

1065. Mr. *Wilson.*] The money is certain all the year round, is it not?—Yes.

1066. Dock labour is much harder labour and much more dirty and disagreeable than walking about with letters, I suppose?—Yes; I should say a dock-labourer's work was harder work than that of a letter-carrier.

1067. Taking the whole number of hours employed in the 24, the dock-labourer's number of hours is greater?—I do not know what the time is; I think it is from six to six.

1068. What is the number of hours your letter-carriers are actually employed in work during the day?—About ten hours.

1069. Actually on duty?—From the time each man has to leave his home to come to the office. If I only date him at the office, it would not be so much.

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1070. What is the time he is actually employed in the performance of delivering letters?—About eight and a half hours.

1071. How many deliveries a day?—Three.

1072. Each time is each man out in the delivery?—I can give an idea of what they do: they come on duty a quarter before six in the morning, and they ought to finish their deliveries by 10; most of them do, or thereabouts, that is, four and a quarter hours. Then they come again at 12, and have to make a second delivery, which they finish about half-past two; that is about two hours more, making six and a quarter hours. Then they come at half-past three to make a delivery, which finishes about six.

1073. Mr. *Horsfall.*] Those men are employed to carry out letters containing considerable sums of money?—Yes.

1074. Is it not a place of great responsibility?—Yes, unquestionably so.

1075. Mr. *Fortescue.*] Do they find security?—No, they do not.

1076. Mr. *Horsfall.*] Are you aware that there is, generally speaking, among them dissatisfaction at present with regard to their pay?—Yes, and there has been for some time past; they feel, like the rest of the community, the pressure of the increased expense of every necessary of life.

1077. And, generally speaking, you find they are a respectable body of men, do not you?—Yes; I think they are very much so, taking them as a body.

1078. Mr. *Wilson.*] During the year, however bad times may be, and however difficult labour may be to get, still they are always employed at a uniform rate of wages?—Yes.

1079. Mr. *Horsfall.*] Are you aware of any difference in the pay of the London and the Liverpool letter-carriers?—I cannot state what the difference is.

1080. Mr. *J. MacGregor.*] Do complaints reach you from other parts of England, such as you have heard from Southampton, of bags missing the trains?—No; I do not get many complaints from the other parts of the country.

1081. They are addressed to head-quarters?—Yes.

1082. Mr. *Horsfall.*] What time do the clerks come to the office in the morning?—The bulk of them come about a quarter-past five; we have some at work all night; in general, the average of employment for the day is from nine to ten hours.

Mr. *Adam Jack*, called in; and Examined.

Mr. *A. Jack.*

1083. *Chairman.*] I BELIEVE you are a Merchant in Bristol?—Yes; I am an Iron Merchant, and Agent to the Coalbrook Dale Company; and also Chairman of the Railway and Postal Committee of the Bristol Chamber of Commerce.

1084. I am informed that you have some statement to make to the Committee with regard to the postal arrangements at Bristol?—I have been requested by the Bristol Chamber of Commerce to state that great inconvenience is frequently felt by the non-arrival of the letters north of Tamworth, at Bristol, by the first North mail; it is a subject of general complaint with the houses of business in Bristol, that the letters which should arrive in Bristol at six o'clock in the morning do not arrive at the post-office there till three in the afternoon. I can mention a great many instances in my own experience of this, and of the disadvantages attending it.

1085. Mr. *Fortescue.*] Do you mean letters which, from their postmarks, you ought to have received in the morning at six?—Letters which do not arrive. The explanation we had from the Post-office on the subject is, that the North Western train fails to reach Tamworth in time to effect a junction with the Midland train, so that our letters, which ought to be delivered at six in the morning, are taken round to London and not delivered till four in the afternoon.

1086. At what time do they arrive at Tamworth?—They should arrive at 12.42 at night.

1087. What time does the mail, by the Midland, come away for Bristol?—Five minutes past one.

1088. Then if the 12.42 mail is behind its time your letters are sent on to London, instead of by the mail which leaves at 1.5?—Yes; and they then come down by the London day mail.

1089. Is that of frequent occurrence?—Twice a week very often; I have communicated with the Post-office authorities upon that subject, personally. The Chamber of Commerce has taken a great deal of trouble without success. The subject is felt to be one of the greatest importance in the city of Bristol;

so much so, that a public meeting was held some few months ago upon the question, and a memorial was adopted to the Postmaster-general. The town council have also communicated with the Postmaster-general upon the subject by a deputation; and the Chamber of Commerce, by a subsequent deputation also, on which occasion it appeared that the delay occurred sometimes through the North-western train failing to effect that junction.

1090. When were those memorials sent up?—I cannot give the exact dates; but on the 10th of March the deputation from the Chamber of Commerce had an interview with Lord Canning; and a deputation from the Society of Merchant Venturers, and from the Town Council, had an interview with Lord Canning on the 30th of January on that subject.

1091. Mr. *Wilson.*] The whole source of the complaint is that the North-western mail does not arrive at the proper time?—That is as regards the communication with the north of England.

1092. *Chairman.*] Have you anything further to state?—I do not know whether I am at liberty to suggest a remedy; if I am I would suggest that a system of fines should be adopted, as penalties for delays, and that the Board of Trade should be empowered to regulate the appointment of trains on being appealed to by the Postmaster-general, or by the public.

1093. Upon whom should the fines be levied?—Mutually; that is, if the Post-office detained a train they should pay a fine to the railway company; but if the fault rested with the railway company they should pay a fine to the Post-office authorities; and a deduction should be made from their amount.

1094. Mr. *Horsfall.*] Do you propose that the fine, on the part of the Post-office should come out of the public purse, or out of the purse of the Postmaster-general?—Out of the public purse.

1095. Mr. *Wilson.*] Would you bring a charge against the persons causing those delays?—I believe there are difficulties, perhaps, with which we may not be acquainted; the Postmaster-general has promised to investigate the matter; we have no complaint to make of him, personally; quite the contrary.

1096. Is it not possible that those delays may frequently occur in consequence of the pressure of public business in the Post-office at particular periods, for which no one may be responsible, and still the Post-office, as a department, may be held responsible?—I think that it occurs too frequently for that. I do not think it does, as a rule; there may be exceptional cases; for instance, the letters from Liverpool and the whole district in the North of England, Ireland, and Scotland, instead of being delivered in Bristol in the morning are not delivered till the afternoon.

1097. *Chairman.*] Do you include the Liverpool mail in this arrangement at Tamworth?—Yes.

1098. All the letters from Liverpool are involved in that train?—Tamworth is the central point in the Post-office system, where all the mails meet. I would further suggest, that in case of the Company failing to effect a junction at the specified time with the Midland Company, they should be required to send on a special engine with the mail-bags to Birmingham, so that they may come down by the first train in the morning. If they wait to come by the first train leaving Tamworth, there is no train till ten minutes past nine in the morning, and they would not reach us any sooner. I would further suggest that the Companies should be restricted from carrying heavy luggage, as they frequently now do by the mail-trains. I would suggest, also, that the Postmaster-general should have power to send mail-bags by any train of any company, as is suggested in the memorial of the Bristol Chamber of Commerce.

1099. Do you think the merchants of Bristol would be satisfied that their bills of exchange, cheques, and money should go by a train as a common parcel?—No; the London and North Western Company are paid a sum of 49,000 *l.* a year, in addition to what they receive for carrying the mails, that the Postmaster-general may use any of their trains for postal objects.

1100. Mr. *Wilson.*] Of course, the bags would always be in the charge of a Post-office servant?—I do not know whether they send a Post-office servant with them or not. Then, with regard to the London day mail, at present the London day mail from Bristol leaves at 35 minutes past eight in the morning; it would be much more convenient if it were to leave about 10.

1101. *Chairman.*] On what account?—Only, perhaps, half-a-dozen letters go by it at that time in the morning. The London mail leaves about one o'clock in the morning, and there is no necessity for another mail leaving so early as

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8.35 ; sometimes it takes only half-a-dozen letters from Bristol. If we had a mail train leaving at 10 we should have received our London letters, and be enabled to reply to them by that mail.

1102. Mr. *Wilson.*] Does your mail come no further?—It starts from Bristol.

1103. Does it come by the express train?—No; the express train leaves 20 minutes previously.

1104. Does its departure from Bristol depend upon the arrival of any mail in Bristol?—No.

1105. It brings no letters to London but the Bristol letters, and intermediate letters?—Yes; the night mail leaves at one o'clock in the morning.

1106. Has this subject been submitted to the Postmaster-general?—Yes.

1107. Has any answer been received to the application?—The answer he gave to the deputation was, that it should receive attention.

1108. When was that?—The 10th of March.

1109. Are you aware that if the mail train left Bristol at 10 o'clock, it would not arrive at London in time for the first middle-day delivery?—We understood Lord Canning to say that he should like it to arrive not later than three o'clock at the General Post-office.

1110. Are you not aware that if it were not to arrive before three, it would be only delivered with the letters after noon, and not, as at present, with the middle-day mail?—It would be delivered in the afternoon in London, but not so early, certainly; but then at present the mail is of very little use, as there are only half-a-dozen letters go by it.

1111. Mr. *Fortescue.*] Would not those letters arrive after business hours in London?—Many of them might.

1112. Would you not lose as much or more than you would gain, by the longer time to write in the morning?—Then we have the advantage of a correspondence in the intermediate places, and of letters going through London, and of those for the foreign mails.

1113. In fact your day mail is of very little use to you?—It is of no use at present.

1114. All the letters could be posted at a very late hour the night before?—Yes.

1115. Marquis of *Chandos.*] What time does the box for the night mail close at Bristol?—About midnight, as late as 11 o'clock.

1116. Mr. *Liddell.*] Does this irregularity in the arrival of the letters north of Tamworth occur often?—I have had instances of it twice a week for a length of time; it has not been so frequent the last few weeks as formerly.

1117. Can you tell the Committee exactly the period since you observed a greater irregularity in the arrival of that mail?—I have paid more attention to it the last six or eight months.

1118. Have you observed since the commencement of March that the arrivals of that train have been more regular than they were previously during the winter?—There are many instances in which it has been irregular since then, but not so many as previously.

1119. Mr. *Fortescue.*] Are you aware that there has been evidence given, in the form of a circular from the Post-office, calling upon the railways to observe greater punctuality in the management of their trains?—I was not aware of it.

1120. Mr. *J. MacGregor.*] You propose that the Postmaster-general should have power to send letters by any train?—That he should pay so much for the use of that train at any time if he thinks it expedient to do so.

1121. Do you know that the Postmaster-general can send a guard with the mail, as a passenger, at a second-class fare?—Yes.

1122. What greater facility do you want?—There must be a great inducement or he would not pay the London and North-Western 49,000 *l.* a year extra for that privilege.

1123. Marquis of *Chandos.*] Will you explain what you mean by the word extra?—They pay so much for the conveyance of the mails, and 49,000 *l.* over and above that sum for the use of any trains for postal purposes.

1124. Do you know that?—I do.

1125. Mr. *J. MacGregor.*] You are not aware that 49,000 *l.* is the whole sum that the London and North-Western Company receive for carrying out a very great service?—The communication made to us was that it was extra and above.

1126. Marquis of *Chandos.*] By whom?—In reply to a question from myself to Lord Canning.

1127. That

1127. That it was extra?—That is the way I understood it, and the gentlemen with me understood it so.

1128. Mr. *J. MacGregor.*] £. 49,000 beyond what?—That he might use any train for postal purposes.

1129. Mr. *Herbert.*] Besides paying for the ordinary mails?—Yes; that was certainly what we understood.

1130. Mr. *Wilson.*] If I understand your statement, the power the Post-office would have to use any trains would not effect your object at all, because you say that no train leaves Tamworth after nine o'clock in the morning, which would bring your mails before the afternoon. The only thing which would effect your object would be that the train should arrive in time before the departure of the mail to Bristol?—I would suggest that the Company should run a special engine to Birmingham, and that the mails should come down by the first train in the morning.

1131. Mr. *J. MacGregor.*] You are aware that the Postmaster-general has the right to send a guard by any train at the ordinary fare of a second-class passenger; does not that seem enough?—No, I think not.

1132. What would you have?—That the mail bags may be sent by any train without such an arrangement as having to pay the guard's fare; that they should pay so much for the use of the train.

1133. Do you know what a second class fare is per mile?—One penny halfpenny.

1134. Is not that a moderate charge for conveying the bags and a passenger?—I presume that is only done for sending a few bags.

1135. If you were told, on the contrary, that the guard could carry bags to every place at which the train stopped, perhaps you would change you mind?—I think it would be desirable to have that power; I think it would save litigation and unpleasantness between the Postmaster-general and the companies.

1136. You are not aware that the Postmaster-general can refer the matter to arbitration, therefore there can be no litigation; you cannot have considered the subject very fully?—I think I have.

1137. What more simple process can you have when there is a difference between the Postmaster-general and the companies than a reference to arbitration?—If you go to the Postmaster-general and ask him for increased facilities, as in the case of conveying mails by express trains, he will tell you that if the railway company will do it, he has no objection to do it.

1138. Your complaint is against the Postmaster-general for not exercising the power he possesses; he has all those powers, with a right to refer all matters of dispute to arbitration?—In many cases he finds the railway companies very impracticable.

1139. Mr. *Wilson.*] Is it not the case that although the Postmaster-general may send a mail by any train which happens to go, that train may not suit the objects of the public or of the Post-office?—Yes.

1140. Your complaint, which you wish to lay before the Committee, is, that the train which professes to carry the mail is behind its time, and loses the train which brings your mail forward, and then that there is no other train which suits without losing half a day in the delivery of your letters?—Practically, a day.

1141. Mr. *Liddell.*] Have you inquired if there is any delay occurring at the north of Tamworth, at any particular point, or if there is any delay north of Tamworth, at what point?—The delay is at Tamworth; that is the explanation I have received; whenever I have sent envelopes up, showing that there has been delay, in every instance the reply has been, from the Post-office, that the North-Western failed to effect a junction with the Midland at Tamworth.

1142. You do not know any particular point north of Tamworth where the delay occurs?—No, I do not.

1143. You have alluded, as a remedy, to the establishment of a system of fines; are you aware that that question has already been proposed?—I did not know that it had.

1144. Mr. *J. MacGregor.*] I understand your complaint to be, that the Postmaster-general does not exercise the power which he possesses, to order the railway companies to perform the services which are most convenient for the public; your complaint is, that he does not order such a service to be performed which would suit the intercourse of your district?—Yes, for some reason.

1145. Your complaint would be against the Postmaster-general, that he does

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not exercise the power which he possesses?—We wished the London day mails to be brought down by the express train, and the Postmaster-general said, "If the Great Western Company will do it I will comply."

1146. Were you aware that he had the power of commanding it?—I was.

1147. It is clear, from your statement, that your complaint is against the Postmaster-general, because he does not exercise the power which he possesses, to render you the service which you desire to have?—He would say that the railway companies are so impracticable that he cannot deal with them.

1148. Marquis of *Chandos.*] Has the Postmaster-general stated that in any cases?—Yes.

1149. In what case?—That was with regard to the Great Western Railway Company.

1150. Mr. *Wilson.*] Are you aware that the power of the Postmaster-general which has been referred to applies to trains which actually run, and not to trains which might suit the convenience of the Post-office?—As I understand, the Postmaster-general has the power to order a railway company at any time to run a train.

1151. Are you aware that the special power which has been referred to as a power to send a guard with a bag at a second-class fare has reference to trains which actually run, and with regard to the appointment of which he has no voice?—Yes.

1152. Mr. *Herbert.*] Your application originally was to send the mail by a train actually running?—Yes.

1153. Mr. *J. MacGregor.*] Are you aware that the Postmaster-general has the right to use existing trains, and to order any other trains to run?—Yes.

1154. So that, in the first place, he can use all existing trains, and in the second place, he can order any trains to run that he may require?—Yes.

1155. Mr. *Wilson.*] On terms agreed upon?—Yes, or by arbitration.

1156. The terms for the first class of accommodation with regard to trains which do run are fixed; and the terms with regard to the second class of accommodation are open to arrangement?—Yes. With the permission of the Committee, I will read a paragraph from the report of what transpired at the deputation before Lord Canning: "The eighth suggestion was, that the arrangements be made for sending mail bags on by any train, in order to obviate the delay which very frequently occurs, particularly on the South Wales and Northern lines, by their being detained for the next mail-train; the deputation found that an arrangement of this kind exists with the London and North-Western and with the Midland Company, but the Postmaster-general stated that it does not work satisfactorily; the remedy suggested for this evil was of a legislative character, and it was intimated that this was a proper question to bring before the Committee of the House of Commons now sitting for the purpose of inquiring into irregularities arising from delays on the various lines of railway.

1157. Your complaint which you have brought before the Committee simply resolves itself into this, that your Irish and North-country letters are frequently detained for nearly a day, in consequence of the non-arrival at the proper time at Tamworth of the particular mail which is to bring them into connexion with the mail arriving in Bristol?—That is, as regards the north of England. Another suggestion which we make is, "That the foreign and colonial mails be transmitted direct to and from their ports of arrival and departure in England."

1158. *Chairman.*] Does that remark apply to any other port than Southampton?—Plymouth also; Plymouth is about 120 miles from Bristol; after the packets arrive there, the letters come up past Bristol, on to London, and then they are sent down again, travelling a distance of 360 miles.

1159. Mr. *J. MacGregor.*] You wish the letters to be sorted at the port of arrival?—Either on board of the vessel or at the port of arrival.

1160. *Chairman.*] To what packets does that observation apply?—Any mail packets coming into Plymouth; and vessels from Australia, with mails, putting into Plymouth; the letters come up past Bristol, on to London, and are sent down to Bristol again.

1161. Is there a large amount of correspondence that goes past Bristol, from Plymouth to London and back?—Yes; especially in the case of an Australian mail putting into Plymouth, and the African mails, which leave Plymouth also.

1162. Do you know what mails regularly put into and leave Plymouth?—I cannot say; the General Screw Company have changed from Plymouth to Southampton.

1163. So

1163. So that all your letters from Plymouth come to London?—Yes; from which very great inconvenience results in our case. If one of our merchant's letters are delivered in London, he receives bills of exchange or applications for payment of accounts, say by the morning mail; he does not receive his advices in Bristol till the afternoon, or perhaps the next morning, owing to their going round; Bristol and Southampton are separate about 70 miles, in a direct line; by the railways at present existing the distance is about 120 miles; the mails are taken to London and sorted; the London merchant receives his letters and sends down his bills for acceptance before the Bristol merchant receives his advices.

1164. *Chairman.*] Is there any direct railway communication between Southampton and Bristol?—Not so direct as it will be when the Wilts, Somerset, and Weymouth line is completed. The present course from Bristol is *viâ* Reading and Basingstoke to Southampton, which is 120 miles.

1165. Are there any passenger trains running between Southampton and Bristol by the route you have named?—Yes; only there is a break of gauge at Basingstoke; the broad gauge commences there.

1166. Mr. *Wilson.*] Do you save much time going by that route?—Yes, that is the route for passengers at present; when the Wilts, Somerset, and Weymouth Railway is completed, between Warminster and Salisbury, there will be much time saved.

1167. *Chairman.*] Have you anything further to add?—The deputation from Liverpool gave evidence with regard to the West India mails being sorted on their passage home; that is a point we have suggested, and, as far as we can understand, it does not appear practicable at present. The Australian mails are so heavy that a very large space would be occupied; that has arisen from the irregularity of the Australian mail service. I believe with a semi-monthly communication the mails would not be so large.

1168. Mr. *Wilson.*] Would it not answer the same purpose, practically, if the letters were sorted on the railway between the port of arrival and London or Bristol, as the case might be?—Yes, I think so, to a great extent.

1169. Marquis of *Chandos.*] That would not remove the objection you experience from the letters for Bristol being taken to London from Plymouth or Southampton, and brought back to Bristol?—Not in the slightest degree.

1170. Mr. *Herbert.*] Is the Bristol West India mail very heavy?—The West India mail is very heavy; the Bristol letters form an important part of it; many merchants in Bristol are owners of estates in the West Indies.

1171. Mr. *J. MacGregor.*] Would not Bristol derive as great a benefit as Liverpool from the proposed train at five in the morning from Southampton?—They would come to Reading.

1172. And from Reading they would diverge to you down the Great Western line?—Yes.

1173. That would be as valuable to you as the Liverpool district?—Quite.

1174. Mr. *Wilson.*] At what time do you receive your day mail?—It arrives at three and is delivered about four; we desire to have it sent by the express train, so that it would arrive about one o'clock.

1175. Mr. *J. MacGregor.*] Have you some Continental business at Bristol?—Yes.

1176. Then of course the proposed train from Dover to Reading would be useful to you?—Yes, very much so.

1177. Mr. *Wilson.*] As soon as the short piece of the Wilts, Somerset, and Weymouth line is completed between Salisbury and Warminster, it would be one-half the distance to go from Southampton to Bristol that it would by Reading?—It would be 75 miles against 120 miles.

1178. Therefore as soon as that small piece of line is completed the route *viâ* Reading would be no longer of any use to you?—No use whatever.

1179. Mr. *J. MacGregor.*] That 75 miles would not make a difference of more than two hours; it would be a question of the balance of advantages, whether the Post-office could afford you a separate train?—At present our letters from the inhabitants of Southampton go up to London and are sent down instead of coming direct to us; letters posted in Southampton in the evening are not delivered in Bristol till the next afternoon.

1180. Mr. *Wilson.*] If they were to use this proposed train to Liverpool it would only answer your purpose as far as Didcot. You must have a branch mail from Didcot, which would carry no other letters than yours from Didcot?—Yes.

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1181. Mr. *J. MacGregor.*] Unless you could attach that service to some other existing service on the Great Western Line?—Yes.

1182. Mr. *Herbert.*] Have you had any communications with persons connected with the packets refusing sufficient space for sorting letters?—I have not. Another thing I wish to mention is, that the Chamber of Commerce consider that a great evil is occasioned by the change of the Postmaster-general with every change of the Ministry; they consider that it should be a permanent office, and that it would improve the postal communication of the country very much. Allow me to say, that we consider that Bristol is the best port of arrival and departure for the mail packets, and in proof of that, we refer to the inquiries which were made with respect to the port of departure for the West India mails by a previous Committee, and entitled, "First Report West India Mails, ordered, by the House of Commons, to be printed, 15th June 1841." I have only further to state, that the Chamber of Commerce consider that the payment of better salaries and wages would conduce to the more satisfactory carrying out of the postal arrangements.

Mr. *William Henry Somerton*, called in; and Examined.

Mr. *W. H. Somerton.*

1183. *Chairman.*] YOU reside in Bristol?—I do.

1184. In what capacity?—I am a Printer and Publisher, and proprietor of the "Bristol Mercury."

1185. You have some statement to make to the Committee with regard to the Post-office arrangements with the railways?—Yes; more particularly in respect to the defective postal communication between the West of England and South Wales. The correspondence of the West of England is collected in Bristol, and is despatched by the Bristol mail, which leaves at 11.50 at night; it is sent by way of the Severn, being carried in a mail-cart to the Aust passage. In the winter season particularly, and whenever the weather is foggy or tempestuous, the boat fails to make the passage of the river, and the consequence is that a day is lost in correspondence, and a great portion of the letters sent by the mail, have to remain 24 hours before they can be delivered.

1186. Where at?—At Chepstow; you will observe this is not a break in the communication which affects a single town, but a whole district, comprising many counties on the one side, and the principality on the other, and it is a matter of very great importance, especially to the city of Bristol, which has large connexions with the principality. It has been represented to the Postmaster-general again and again. Mr. Jack has told you there have been meetings of the Chamber of Commerce, of the Town Council, and of the Society of Merchant Venturers; and deputations have been sent to London, to represent the great inconvenience to which the trade of Bristol is put, on account of this break in the correspondence. There is a remedy for it, which might be immediately adopted, and which would not interfere at all with the other arrangements of the Post-office, in the west of England or South Wales district. If they would send the mail from Bristol to Gloucester direct, there being a railway communication, to meet the London mail at Gloucester, instead of attempting to meet it at Chepstow, the communication would be perfect.

1187. Mr. *J. MacGregor.*] You mean that the Postmaster-general does not avail himself of the existing railways?—Yes; he has been asked again and again to do so by deputations from public bodies and by private individuals.

1188. *Chairman.*] What has been the answer of the Postmaster-general?—That the matter shall be inquired into. I was appointed upon a deputation; and I have been told that he promised that it should be carried into effect as speedily as he could make an arrangement with the railway company.

1189. Mr. *Wilson.*] When was that?—About two months ago, I think.

1190. How are the letters circulated from Chepstow, in the Principality?—They are carried to the various post-offices in the principal towns on the main line, and thence distributed to the post-offices in the districts lying right and left. I am informed that in many of the important mineral districts, whenever the mail fails to get across the Severn there is a delay of 24 hours, and if it should happen on a Saturday, there being no Sunday delivery in some of those districts, they do not get their letters till Monday morning; letters posted in Bristol or Cornwall on Friday do not reach their destination until Monday morning under those circumstances.

1191. Can you state whether the bags have been frequently delayed at the Aust Passage?—Very frequently, in the winter season particularly.

1192. Mr. *Horsfall.*] What is the distance?—From the Aust Passage to Bristol is 12 miles; across the Severn about two miles; from the Severn to Chepstow about two and a half miles. In the first instance, from Bristol to the Aust Passage the mail is carried in a cart, then it has to make the passage of the river, and then there is another conveyance on the opposite side of the river to meet the railway train. I believe it was alleged it would be too costly to have a train expressly for the purpose to go up to Gloucester.

1193. Mr. *Wilson.*] Would the existing trains to Gloucester answer the purpose?—No; a train must be put on; the mail would have to be despatched about the same time it is now.

1194. Are the letters which go across by this ferry the London letters?—No; the London letters used to go by that route.

1195. They now go by Gloucester?—Yes.

1196. They are now only the West of England and the Bristol letters, and letters which come up the line to Bristol?—I am not prepared to define its exact limits, but there is a large district whence the letters are collected for the purpose of being forwarded by the Bristol mail to South Wales.

1197. Your plan would involve the necessity of a distinct train to Gloucester for South Wales?—Yes.

1198. Would not the delay be on an average less if you were to use the existing mail to Gloucester?—It is despatched too early. The Welsh mail up arrives in Bristol about half-past six in the evening, and the present north mail, which in that case would carry the correspondence, is despatched at about the same time as the Welsh mail arrives, and before the Welsh letters are delivered.

1199. You propose your Welsh letters from Bristol to Wales should come to Gloucester, and from Gloucester to Wales; what time does your present mail leave Bristol for Gloucester?—About six in the evening.

1200. If they went at six in the evening, would not they arrive in Wales early in the morning?—Yes; but there would be a delay of 24 hours in replying to correspondence; the mail arrives now from Wales about six in the evening; just about that time the north mail is despatched. The short interval we now have for writing by return would be lost, while the mail would be detained at Gloucester for many hours.

1201. What time does your mail arrive from Gloucester at present?—Early in the morning.

1202. Mr. *Liddell.*] Suppose that your mails from Wales arrived by your morning mails from Gloucester, would you not have the whole day to answer, so that letters might arrive the next morning in Wales?—Yes; but they do not come that way; if we had them in the morning early, of course we should have the day before us to reply to our letters.

1203. In that case the existing time would answer your purpose?—It would if the mail were sent by rail.

1204. Mr. *J. MacGregor.*] How many miles additional service by railway do you suggest?—Thirty-seven.

1205. That would remedy the evils of which you complain?—Yes, without interfering with existing arrangements.

1206. At what hour would you suggest that the train should leave Bristol?—11.50 at night, to join the train at Gloucester, instead of being sent by way of the Severn to join the mail at Chepstow.

1207. Mr. *Wilson.*] What train?—The London mail down, the night mail.

1208. Mr. *Fortescue.*] Were you one of the deputation to Lord Canning?—I was appointed; but I was unable to go.

1209. Are you aware that Lord Canning, in answer to that deputation, assured them of his willingness to make the very arrangement of which you are now speaking, namely, the despatch of the Bristol and Welsh mails by Gloucester instead of the Aust Ferry, as soon as he could make the necessary arrangements with the railway company?—It has been reported that he said it should be done by an arrangement with the railway.

1210. The very arrangement you are now suggesting?—Yes.

1211. His Lordship only waited to make the necessary arrangements with the railway company with respect to the increased speed which that change would necessitate?—The only change he would have to make would be to put on a special train for that particular service.

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1212. At all events, he assured the deputation he intended to make the very change which you suggest?—So I have understood.

1213. Mr. *Wilson.*] You have no reason to believe that that arrangement is not in progress?—I am afraid not; we have been suffering the last 12 months, since the South Wales Railway was opened, from this inconvenience; it has not now been represented for the first time.

1214. You say it was on the 8th of March you had this assurance from Lord Canning?—About two months ago.

1215. Have you any reason to believe that arrangements have not been in progress during that time?—I do not know that they have not; it is a simple matter, because this train would not clash with any other train; it is over a line completed; and it is, I believe, merely a question of money.

1216. Is it not possible that an entirely new combination of times might answer your purpose much better?—It is possible.

Veneris, 19° *die Maii*, 1854.

MEMBERS PRESENT.

Mr. Wilson Patten.	Mr. Wilson.
Mr. H. G. Liddell.	Mr. Fortescue.
Mr. Hamilton.	Mr. Henry Herbert.
Mr. Cowan.	Mr. Alexander Hastie.
Mr. Thompson.	Mr. Blackett.
Mr. Milner.	Mr. Horsfall.
Mr. Egerton.	Mr. Divett.
Mr. Philipps.	Mr. James MacGregor.

JOHN WILSON PATTEN, Esq., IN THE CHAIR.

John Mackie, Esq., a Member of the House, Examined.

J. Mackie, Esq., M. P.

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1217. *Chairman.*] YOU represent Kirkcudbright?—Yes.

1218. I understand you have some statement to make to the Committee in relation to the post-office arrangements of that county?—My constituents and the inhabitants of Kirkcudbright have been complaining very much for the last seven months, in consequence of an alteration which then took place in the mails. The London mail and the mail from Edinburgh is brought to Dumfries by the railway; at Dumfries it is conveyed to Stranraer by a mail-coach. If a letter is put into the post-office at Gatehouse for Creetown, which is a distance of 12 miles, although the mail-coach picks up the letters at Gatehouse and stops at the post-office at Creetown, it does not leave that letter there, but carries it on to Stranraer; and at Stranraer that letter reposes during the night, and is returned by the same mail the following day to its destination at Creetown, after having travelled a distance of 76 miles instead of 12 miles.

1219. Is that by a common mail, or by the railway?—No; by a mail-coach.

1220. Is there a railway in that district?—Not further than Dumfries.

1221. Have you any complaint to make of the postal arrangements as regards the railway?—No; there was a considerable delay some months since, but it is very much improved lately.

1222. Mr. *J. MacGregor.*] Was the acceleration which took place seven months ago an acceleration on the railways?—Yes. This inconvenience has only existed for the last seven months.

1223. *Chairman.*] Your complaint is, that a letter going from Gatehouse to Creetown or Glenluce passes on to Stranraer, and comes back to Creetown, travelling a distance of 76 miles instead of 12?—Yes. Then, if a reply to that letter to Creetown is put into the post-office at Creetown, instead of being forwarded by the mail as it comes up the 12 miles to Gatehouse, it makes a retrograde movement from Creetown back to Stranraer; there it remains during the night, and the next day it is sent on to Gatehouse, at the end of 24 hours.

1224. How do you connect this inconvenience with the railway system?—In no other way than this, that since the acceleration of the mails by the railways this inconvenience has been suffered by the whole of the inhabitants of that district.

1225. Mr.

1225. Mr. *Hastie.*] In fact, your letters arrive too early at Dumfries?—No; it has nothing to do with Dumfries at all.

1226. The railway stops at Dumfries, does not it?—Yes; this has been going on for 100 years, for anything I know, till within the last seven months, when this arrangement took place; I believe it arises from this circumstance, although I am not certain of it, that the post-offices have been made sub-post-offices, and a part of the trifling salaries of the postmasters has been taken off. I know that the salary of the Creetown was 25 *l.*, and the Post-office authorities have taken 5 *l.* off his salary. He is a highly respectable man, and he refused to hold the office for that salary; he retired, and there is now another.

1227. *Chairman.*] In what way has the alteration on the railways been the cause of this inconvenience?—I cannot tell, only I know the fact that it is so.

1228. Mr. *Cowan.*] The letters used to be conveyed between Dumfries and Port Patrick by a mail coach, had they not?—Yes, and they are now.

1229. Does the inconvenience arise from the hour of departure?—No; the inconvenience arises from making the offices I speak of sub-offices, and not making up the accounts, or not keeping a sorter of the bags. I do not exactly understand it; but this inconvenience has arisen entirely during the last seven months, and the inhabitants of the district have complained grievously about it.

1230. Mr. *Hastie.*] You said that these letters travelled 76 miles, whereas the distance that they actually required to go is only 12 miles?—Yes, in that case.

1231. What is the cause of this long travel of 76 miles in place of 12 miles?—Because the Post-office authorities do not choose to make up the bags at Gatehouse for Creetown, but they are made up at Stranraer. There are no bags made up at Gatehouse at all.

1232. In fact, the Creetown bags must go to Stranraer to be made up?—Yes.

1233. If the bags were made up at Gatehouse, then the letters would go direct to Creetown?—Yes; the same observation applies to Kirkcudbright and Glenluce, in Wigtownshire.

1234. *Chairman.*] Have you any further statements to make?—No.

1235. Is Creetown a large commercial town?—It is a small town, but there are a great number of highly respectable gentlemen's seats in the neighbourhood; and the same with regard to Gatehouse, where one of the largest proprietors in Kirkcudbright, Mr. Stewart Murray, resides, and at Glenluce the same. The inconvenience is not so much to the towns as it is to the gentlemen living in the neighbourhood.

1236. Mr. *Egerton.*] Has this grievance been represented to the Post-office authorities?—I had a long conversation with Mr. Hill upon the subject, a few days since, and he promised to take the subject into consideration, but he did not promise anything further. I dare say he will put it right.

1237. Are you aware that that is the stereotyped answer at the Post-office?—I do not know. I have always found the officials at the Post-office attentive.

1238. Mr. *Hastie.*] Can you suggest how this grievance of which you complain could be remedied?—By returning to the old system which existed previously to the last seven months.

1239. *Chairman.*] What was that system?—The bags were made up at Kirkcudbright for Creetown or Glenluce, and not sent on to Stranraer, and *vice versâ.*

1240. Mr. *Liddell.*] You would suggest that the bag belonging to each town should be dropped as the mail passed through that town?—Yes; it was always so before. Viscount Dalrymple, the Lord-lieutenant of Kirkcudbright, is in the room, and he will be able to corroborate what I have said.

Viscount *Dalrymple.*—I can only corroborate what Mr. Mackie has stated. The inconvenience has arisen from Creetown and Glenluce having, within the last seven months, been altered from post-office towns to sub-offices.

Rowland Hill, Esq., called in; and Examined.

1241–2. *Chairman.*] YOU hold the office of Secretary to the Post-office, I believe?—I do.

1243. Statements have been made to this Committee, that the town of Newcastle and the districts adjacent to it are subjected to great inconvenience by the present mode of conducting the postal service in those districts. The incon-

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venience is first of all a delay in the arrival of the mail at Newcastle, secondly, an irregularity in its arrival; and it has been stated to this Committee that there is a general belief in that district, that those inconveniences arise mainly from the fact that the mails are conveyed along what is termed in the Post-office, I believe, the Midland District of Railways, instead of coming by the Direct Northern; can you give the Committee any information upon those subjects?—In anticipation of this request on the part of the Committee, sometime ago I prepared a memorandum on the subject, which has been printed by the Committee; and perhaps I had better now put it in as a part of my evidence. I thought, by so doing, I should be enabled to save the time of the Committee, and to put them more fully in possession of the case than by any other means.

1244. In looking over the memorandum which you have put in, it appears that the main reason which you alleged for adhering to what is termed the Midland line, instead of the Great Northern, is, that whatever acceleration of speed might be obtained by the Great Northern, would not make up for the inconvenience to which the northern counties would be subjected, by the impossibility of adjusting the postal arrangements of those western districts, so as to come with those which were brought by the Great Northern?—That is the opinion of the Post-office on the subject.

1245. Will you explain to the Committee what the arrangements are in the western districts, which preclude the possibility of adjusting that postal service with that which is proposed to be carried on by the Great Northern line?—The whole case is very fully stated in the memorandum; I am afraid I could not from recollection state it so satisfactorily as it is stated in the memorandum itself.

1246. In paragraph No. 9 of the memorandum, it is stated: "To show the importance of the correspondence so interfered with, it will suffice to say that it comprises that picked up on the line itself between London and Milford, *viâ* Tamworth and *viâ* Leicester; that of the west of England brought by a mail train from Plymouth, and joining the Midland route at Tamworth; that of South Wales, as also that of Birmingham, Wolverhampton, and other towns taken up *en route* by the same mail; and finally, that of Ireland and North Wales, as also that of Liverpool, Manchester, and the north-west of England joining the Midland route, partly at Normanton, though chiefly at Tamworth at present, but about to join wholly at Normanton." Will you explain to the Committee any reasons why, on those branch lines so referred to, the communications could not be accelerated also, and made to adjust themselves to the accelerated system towards the north?—With regard to the western mails, they could not be brought to fall in with the Great Northern mail, except by their coming forward to London; that is one reason. With regard to the Irish mails, they might be brought to fall in if the time admitted; but if we were to attempt to connect them with the mail going northward over the Great Northern line, then we must put Dublin, and eventually the whole of Ireland, to an inconvenience, by requiring an earlier despatch of the mails from Dublin.

1247. The Irish mails come entirely by that route to the north?—The Irish mails, as the Committee are aware, fall in with the mail for London at Crewe; they come by way of Holyhead and Chester, and fall in with the mail which comes from the north *viâ* Carlisle at Crewe, and the arrival at Crewe is not sufficiently early, and cannot be made sufficiently early, to admit of the mails being passed across the country to Normanton, or any other point in the neighbourhood of the Great Northern on the way to Newcastle. There is not time to accomplish it.

1248. Those letters now go by the Western line?—At present, they come up by the western route from Crewe to Tamworth, and there they fall in with the mail proceeding northward from the west; they accompany that mail as far as Derby, where they fall in also with the mail from London going northward over the Midland line. But it is not intended that the Irish correspondence shall take that route much longer; when the next acceleration takes place, the Irish correspondence will be carried direct from Crewe across the country to Normanton, and there fall in with the Midland mail.

1249. Does the Irish correspondence with Edinburgh, Glasgow, and the north now pass by the way which you have just pointed out?—For Edinburgh and the north and west of Scotland, it does not come to Tamworth; it goes to Crewe and there awaits the arrival of the mail from London by the western route; it all goes by the western route,—it does not come to Tamworth.

1250. What

1250. What portion of the Irish correspondence is it that goes from Crewe to Tamworth for the north?—For Scotland it is that portion which is addressed to the towns which lie between Berwick and Edinburgh.

1251. Does it include letters to Edinburgh itself?—No, it does not.

1252. It takes in Newcastle, Leeds, York, and what other great towns?—It would take in Derby, Sheffield, and all the towns on the Midland line, and upon the continuation of the Midland line, by way of York to Edinburgh, but not Edinburgh itself; it is a very important district.

1253. Mr. *Herbert.*] You say that an earlier despatch would be required from Dublin to fit into any northern train; how much earlier would it be necessary, at the present rate of speed, for that despatch to take place?—It would of course depend upon the time fixed for the arrival of the other train to the north. I do not know what train the Honourable Member has in view.

1254. I wish to know what train you referred to; you said that an earlier despatch would be required from Dublin; how much earlier will it be necessary for it to start to accomplish the object of fitting in to a mail, as I understood you to state, going by the Great Northern Railway?—It is quite as much as can be accomplished, if the Irish mail is to be carried by the most direct line, to reach Normanton in time to fall in with the proposed accelerated mail over the Midland line. If the northern part of England, and the eastern portion of Scotland, are served by a mail passing over the Great Northern line, the probability is, as I have stated in this memorandum, that the arrivals at York, and at all places north of York, might be effected an hour earlier than by any other means, the difference of the distance being about 30 miles. It follows, therefore, that if the mails from Ireland are to fall in with a train going to the north over the Great Northern line, they must leave Dublin an hour earlier than would otherwise be necessary. The particular mail of which we are speaking is what we call in London the night mail, but it is from Dublin a day mail. It leaves at one o'clock, and if it were made to fall in with the proposed mail on the Great Northern line, it must thenceforward leave about noon.

1255. Would it not be easy to preserve the present arrangement, and to accelerate the present mail by at least an hour, if not more, so as to make a saving of time in the rate of speed, and not by changing the hour of departure?—No; the speed has been pushed to the extreme, even to effect the meeting which I have described at Normanton; if quicker packets were established, or anything of that kind, of course then the object might be accomplished; but, in that case, I presume the inhabitants of Dublin would expect that they should obtain an advantage by a still later despatch.

1256. *Chairman.*] Will you give the Committee the reasons why the mails from the West of England could not be expedited?—For similar reasons: viz., that if they are to leave earlier, all the towns which are served by those mails must submit to the inconvenience of having to post their letters earlier.

1257. At what time, for instance, does the mail from Bristol leave Bristol now for the north?—At seven o'clock in the evening.

1258. That would have to be accelerated also?—Yes, the Bristol people are exceedingly desirous that the mail should start still later. The Committee will see that in all these arrangements we have to consider the convenience and inconvenience of two parties; it would frequently be very easy to grant a convenience to one party, but it must be at the expense of another.

1259. Does the same observation apply to Birmingham?—No, not to the same extent, because the mail passes through Birmingham at a very late hour of the night; the change would not be productive of much inconvenience to Birmingham; there may be some branch mails dependent upon it of which I am not aware.

1260. With regard to Liverpool and Manchester, in your opinion, could any arrangement be made in order that the correspondence from those two towns could be accelerated so as to fall in with the mail over the northern route?—I presume that it would be attended with somewhat similar inconveniences to those towns, but I cannot speak decidedly upon that point. It is evident that if special trains were to be used for those towns, a very great additional expense would be incurred. If you have one despatch for the Irish mail, and another despatch for the Lancashire mail, a great additional expenditure would be incurred, but I am not aware of any other objection.

1261. It is supposed that great delay arises at Tamworth from the irregularity of the arrivals of those mails from the districts to which we have last alluded,

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and which is mainly the cause of a great irregularity in the delivery of the mails in the north; can you give the Committee any information with regard to the delay which is stated to take place at Tamworth by Captain O'Brien?—The evidence is altogether mistaken.

1262. Mr. *Wilson.*] Have you read Captain O'Brien's evidence?—I have.

1263. Has your attention been called to Question 3, in which Captain O'Brien states that no irregularity of time has occurred upon the railway with which he is connected?—Yes.

1264. Will you state to the Committee whether that is conformable with the information which you have at the Post-office, with regard to the mode in which that railway performs it service?—Certainly not; and if Captain O'Brien's evidence is examined, it will be found that his own statements do not bear out the general result. He gives tables, showing a small degree of average irregularity over his line. Now it is manifest that a very low degree of average irregularity, taken upon the whole month, is quite consistent with a very high degree of irregularity in the train of each day, because a loss of time on one day may be neutralised by the gain of time on another day.

1265. Will you refer to the tables which Captain O'Brien has put in for the purpose of proving that the railway performs its work punctually; in that table, for the year 1852, he makes an average loss of two minutes and a fraction only as the result of the whole table; that is taken as an average, not only of each day or each month, but also for each month of the whole year?—It is the average irregularity of the year.

1266. So that it involves this obvious double fallacy: that first of all he takes the average of the 31 days of a month, and he states that to be the average of a month; and then he takes the average of the whole 12 months, and states that to be the average of the year?—Exactly so.

1267. Is it not quite possible that there may have been in each month very great irregularities, though the average of each month does not show that, or might show a very small irregularity; and is it not also equally possible that the average of each of the different months might show a great irregularity, and the average of the year show no irregularity?—It is possible; in justice to Captain O'Brien, I may say that he gives the average of each month separately.

1268. When you take the average of two minutes and a fraction, does not that include some months in which there is a gain, and other months where there is an average irregularity of $7\frac{7}{31}$ minutes?—The greatest irregularity is $7\frac{7}{31}$ minutes, but that is the average of the month; the actual irregularity may be of any amount on the several days of the month; there is a similar statement for 1854, giving the average of not quite a whole year, I think, but of 10 months, beginning with June 1853.

1269. What is the average of that?—The average irregularity for the whole 10 months is $5\frac{1}{2}$ minutes.

1270. What is the highest irregularity in any one month?—The highest average irregularity is in the month of December, 13 minutes.

1271. Have you any statement which would show what the actual irregularities were from day to day?—I have a statement for the month of November of last year, 1853; that month I have selected, because that was originally the month taken in our statements of irregularities.

1272. Will you refer to the table and inform the Committee what average delay Captain O'Brien makes in that month?—An average delay of five minutes.

1273. Will you state to the Committee what the delays actually were upon the different days of that month?—I must first draw attention to the fact that Captain O'Brien's table is confined to the distance between York and Newcastle, but the line is worked by a joint committee of directors belonging to two or three companies, all the way from Normanton to Berwick.

1274. Have you the means of stating the delay which occurred between Normanton and York, and then the delay which occurred between York and Berwick separately in the month of November?—I have prepared this Table, which I will deliver in.

[*The same was delivered in, and is as follows:*]

YORK AND NORTH MIDLAND, AND YORK, NEWCASTLE, AND BERWICK RAILWAYS.

TABLE showing the Working of the DOWN NIGHT MAILS on various portions of the Lines during the Month of November 1853.

DOWN NIGHT MAILS.

	Arrived at Normanton.	Arrived at York.	Time occupied between Normanton and York, as compared with that Allowed.	Arrived at Newcastle-on-Tyne.	Time occupied between York and Newcastle-on-Tyne, as compared with that Allowed.	Arrived at Berwick.	Time occupied between Newcastle-on-Tyne and Berwick, as compared with that Allowed.	Time occupied between Normanton and Berwick, as compared with that Allowed.
Proper Times of Arrival -	3. 45 a.m.	4. 35 a.m.		7. 0 a.m.		9. 45 a.m.		
	H. M.	H. M.	M.	H. M.	M.	H. M.	M.	M.
November 1 - -	4 –	5 –	+ 10	7 24	— 1	9 45	— 24	— 15
„ 2 - -	3 57	4 50	+ 3	7 20	+ 5	9 45	— 20	— 12
„ 3 - -	7 51	9 3	+ 22	11 30	+ 2	1 32	— 43	— 19
„ 4 - -	4 10	5 10	+ 10	7 34	— 1	10 –	— 19	— 10
„ 5 - -	4 14	5 17	+ 13	7 47	+ 5	10 –	— 32	— 14
„ 6 - -	4 8	5 5	+ 7	7 30	- -	9 50	— 25	— 18
„ 7 - -	4 5	4 50	— 5	7 20	+ 5	9 45	— 20	— 20
„ 8 - -	4 22	5 15	+ 3	7 40	- -	10 –	— 25	— 22
„ 9 - -	3 56	4 56	+ 10	7 30	+ 9	9 45	— 30	— 11
„ 10 - -	4 20	5 12	+ 2	7 39	+ 2	10 5	— 19	— 15
„ 11 - -	4 12	5 9	+ 7	7 40	+ 6	9 55	— 30	— 17
„ 12 - -	4 19	5 18	+ 9	7 50	+ 7	10 15	— 20	— 4
„ 13 - -	4 15	5 15	+ 10	7 56	+ 16	10 12	— 29	— 3
„ 14 - -	3 52	4 36	— 6	7 23	+ 22	9 45	— 23	— 7
„ 15 - -	4 28	5 30	+ 12	8 –	+ 5	10 10	— 35	— 18
„ 16 - -	4 10	5 15	+ 15	7 42	+ 2	10 –	— 27	— 10
„ 17 - -	4 45	6 5	+ 30	8 50	+ 20	11 –	— 35	+ 15
„ 18 - -	4 20	5 20	+ 10	7 58	+ 13	10 15	— 28	— 5
„ 19 - -	4 20	5 20	+ 10	7 56	+ 11	10 12	— 29	— 9
„ 20 - -	4 5	4 55	- -	7 30	+ 10	10 –	— 15	— 5
„ 21 - -	3 45 *	4 40	+ 5	7 20	+ 15	9 45	— 20	—
„ 22 - -	4 25	5 50	+ 35	8 29	+ 14	10 48	— 26	+ 23
„ 23 - -	4 45	6 13	+ 38	8 52	+ 14	10 55	— 42	+ 10
„ 24 - -	4 44	5 43	+ 9	8 15	+ 7	10 32	— 28	— 12
„ 25 - -	4 10	5 5	+ 5	7 54	+ 24	10 5	— 34	— 5
„ 26 - -	4 30	5 36	+ 16	8 10	+ 9	10 27	— 28	— 3
„ 27 - -	4 18	5 23	+ 15	7 55	+ 7	10 15	— 25	— 3
„ 28 - -	3 53	4 40	— 3	7 17	+ 12	9 45	— 17	— 8
„ 29 - -	4 4	5 1	+ 7	7 30	+ 4	9 45	— 30	— 19
„ 30 - -	4 –	4 56	+ 6	7 34	+ 13	9 55	— 24	— 5
Averages - - -			+ 10 1/6	- -	+ 8 1/2	- -	— 26 2/3	— 8

Average time gained between Normanton and Berwick - - - Eight Minutes.

* The time stated in this case is not that of actual arrival, but the time appointed in the notice; the train from the south having in this case arrived at Normanton before time.

19 May 1854. *W. T. Wedderburn.*

YORK AND NORTH MIDLAND, AND YORK, NEWCASTLE, AND BERWICK RAILWAYS.

TABLE showing the Working of the UP NIGHT MAILS on various Portions of the Lines, during the Month of November 1853.

UP NIGHT MAILS.

	Arrive at Berwick.	Arrive at Newcastle-on-Tyne.	Time occupied between Berwick and Newcastle-on-Tyne, as compared with that Allowed.	Arrive at York.	Time occupied between Newcastle and York, as compared with that Allowed.	Arrive at Normanton..	Time occupied between York and Normanton, as compared with that Allowed.	Time occupied between Berwick and Normanton, as compared with that Allowed.
Proper Times of Arrival - -	2. 54 p.m.	5. 29 p.m.		8. 19 p.m.		9. 19 p.m.		
	H. M.	H. M.	M.	H. M.	M.	H. M.	M.	M.
November 1 - -	2 54	5 30	+ 1	8 29	+ 9	9 25	— 4	+ 6
„ 2 - -	2 54	5 30	+ 1	8 33	+ 13	9 32	— 1	+ 13
„ 3 - -	2 54	5 30	+ 1	8 44	+ 24	9 42	— 2	+ 23
„ 4 - -	2 54	5 29	- -	8 30	+ 11	9 45	+ 15	+ 26
„ 5 - -	2 54	5 40	+ 11	8 40	+ 10	9 46	+ 6	+ 27
„ 6 - -	2 54	5 29	- -	8 30	+ 11	9 31	+ 1	+ 12
„ 7 - -	2 54	5 29	- -	8 30	+ 11	9 40	+ 10	+ 21
„ 8 - -	2 59	5 33	— 1	8 30	+ 7	9 30	- -	+ 6
„ 9 - -	3 0	5 30	— 5	8 31	+ 11	9 32	+ 1	+ 7
„ 10 - -	2 59	5 38	+ 4	8 44	+ 16	9 40	— 4	+ 16
„ 11 - -	2 54	5 32	+ 3	8 36	+ 14	9 33	— 3	+ 14
„ 12 - -	3 0	5 35	- -	8 34	+ 9	9 39	+ 5	+ 14
„ 13 - -	2 54	5 29	- -	8 25	+ 6	9 30	+ 5	+ 11
„ 14 - -	2 54	5 37	+ 8	8 28	+ 1	9 34	+ 6	+ 15
„ 15 - -	2 54	5 40	+ 11	8 24	— 6	9 23	— 1	+ 4
„ 16 - -	2 54	5 35	+ 6	8 35	+ 10	9 50	+ 15	+ 31
„ 17 - -	2 54	5 33	+ 4	8 50	+ 27	9 47	— 3	+ 28
„ 18 - -	2 54	5 30	+ 1	8 45	+ 25	9 50	+ 5	+ 31
„ 19 - -	2 54	5 48	+ 19	10 14	+ 1h. 36	11 22	+ 8	+ 2h. 3
„ 20 - -	2 54	5 29	- -	8 25	+ 6	9 38	+ 13	+ 19
„ 21 - -	2 54	5 29	- -	8 19	- -	9 31	+ 12	+ 12
„ 22 - -	3 0	5 43	+ 8	8 44	+ 11	9 59	+ 15	+ 34
„ 23 - -	2 54	5 30	+ 1	8 45	+ 25	9 50	+ 5	+ 31
„ 24 - -	2 54	5 35	+ 6	8 32	+ 7	9 39	+ 7	+ 20
„ 25 - -	2 54	5 40	+ 11	9 20	+ 50	10 25	+ 5	+ 1h. 6
„ 26 - -	2 54	5 30	+ 1	8 32	+ 12	9 32	- -	+ 13
„ 27 - -	2 54	5 29	- -	8 28	+ 9	9 28	- -	+ 9
„ 28 - -	2 54	5 30	+ 1	8 45	+ 25	9 45	- -	+ 26
„ 29 - -	2 54	5 30	+ 1	8 33	+ 13	9 47	+ 14	+ 28
„ 30 - -	2 54	5 29	- -	8 43	+ 24	9 53	+ 10	+ 34
Averages - - -			+ 3 1/10	- -	+ 16 7/10	- -	+ 4 2/3	+ 24

Average time lost between Berwick and Normanton - - - Twenty-four Minutes.

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1275. Will that table give accurately the account as it ought to stand in relation to Captain O'Brien's table?—Yes. The delay occurring between Normanton and York varies from nothing at all; indeed, in some cases they even save time.

1276. Mr. *MacGregor.*] Is there not some discrepancy between your table and Captain O'Brien's?—I think you will find a slight discrepancy between the dates being taken in London and taken in the north. A train that starts from London on the 1st of November arrives at York on the 2d of November. Taking the distance from Normanton to York, I find that the average of a whole month gives a delay of 10⅛ minutes; but if I look at the delay on the several days, I find that the train was 15 times late to an extent varying from 10 minutes to 38 minutes; and on most other days it was late to a smaller extent than 10 minutes.

1277. Therefore, while the average is 10 minutes for the whole month, the delay rises as high as 38 minutes on particular days?—Yes. Perhaps the Committee

mittee will desire that I should give instances, selecting those which amount to 10 minutes: I find 10, 22, 10, 13, 10, 10, 12, 15, 30, 10, 10, 35, 38, 16, and 15. There is another difference between the two tables, which is this: that Captain O'Brien's table gives the departure from the stations; we have taken the arrival as being better, because it includes any time which may have been lost previously to the departure.

1278. What you have just stated establishes, in a general way, the fallacy of taking averages of months, and much more so the fallacy of taking averages of years?—It does.

1279. Will you turn your attention to the portion of the line to which Captain O'Brien's table particularly refers, that is, from York to Newcastle; will you state to the Committee what the average delay of the whole month of November is with regard to that portion of the line, still confining your attention to the down mail?—The average for the month is a loss of 8½ minutes between York and Newcastle; it will be found that the time allowed is generally exceeded; on 12 occasions it varied from 10 to 24 minutes, while the average is only 8½ minutes.

1280. Captain O'Brien gives the average as being five minutes; your average is eight and a half minutes for the whole month; does that arise from the circumstance that you take your computation from the time of the arrival of the mail in York to the time of its arrival in Newcastle, while as you suppose Captain O'Brien takes his computation from the departure of the mail from York, therefore excluding any delay which may arise at York?—It is so stated in his table.

1281. You are of opinion that the delay occurring between York and Newcastle, should properly be taken from the arrival of the mail, and not from the departure of the mail?—It should be.

1282. I presume, when we are speaking of railways, we speak only of the conduct of the mail on the line and at the stations, without reference to the Post-office?—Certainly.

1283. You make the average delay of the month eight and a half minutes?—Yes.

1284. Will you state to the Committee the greatest delays on particular days in that month?—I will give those amounting to as much as 10 minutes in order: I find 16, 22, 20, 13, 11, 10, 15, 14, 14, 24, 12, and 13 minutes.

1285. Therefore the average of five minutes, as given in Captain O'Brien's table, is no measure whatever of the inconvenience which the persons at Newcastle, waiting for their letters, suffer from the irregularity of that mail?—Certainly not.

1286. Captain O'Brien has given this statement for the down mails only?—Yes.

1287. What is the case with regard to the up mails?—Allow me to point out that the train goes beyond Newcastle to Berwick; I wish to do that in justice to the Company; between Newcastle and Berwick, the Company in almost every instance saved time as regards the down mails.

1288. Upon the arrival of the mail at Berwick, what has been the delay, if any?—There has been no delay at all in the average arrival at Berwick, so far as this company is concerned. The average shows a gain, in the whole distance between Normanton and Berwick, of eight minutes; but there are individual instances in which there has been a loss, there being three days on which time has been lost, amounting to 15, 23, and 10 minutes respectively.

1289. Practically speaking, all the delay which has occurred has occurred in the arrival at Newcastle?—Yes.

1290. From the arrival at Berwick, they have been able to run at such a speed as not only to keep time, but to make up the time lost on the other part of the line?—That has been the case as regards the down mail.

1291. From that you infer that the speed has been such that they have been able to keep the speed on some parts of the line?—Upon the whole distance they have kept the time exceedingly well.

1292. Therefore they must have run much quicker than the speed required by the Post-office over the distance from Newcastle to Berwick, in order to make up the time lost to the south of Newcastle?—It is so.

1293. Is the speed which is required by the Post-office different north of Newcastle from that which is required south of Newcastle?—It is. It was a great object with the Postmaster-general to arrive at Newcastle as early as possible, but it did not seem to be equally important to run at so high a speed north of Newcastle.

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1294. Then it is quite possible that it may be practicable to keep the speed north of Newcastle with ease, while with a greater speed south of Newcastle there may be some difficulty?—No doubt it is so; but still the Committee will see that the requirements of the Post-office are not satisfied by such a state of things.

1295. Captain O'Brien gives the results of the down mail, but he does not give the results of the up mail. Will you state to the Committee in what way the time is kept on the same line by the up mails?—The up mails are exceedingly irregular, not only upon certain portions of the line, but upon the whole distance; dividing the distance into the three portions as before, and beginning with the northern portion, namely, from Berwick to Newcastle, I find that the state of things is this. There is a loss of time on the average amounting to $3\frac{1}{10}$ minutes.

1296. From Newcastle to York?—Between Newcastle and York the average excess is as much as $16\frac{7}{10}$ minutes.

1297. Will you state to the Committee what the daily excess has been between Newcastle and York?—I will read again those amounting to 10 minutes: 13, 24, 11, 10, 11, 11, 11, 16, 14, 10, 27, 25, 1 hour 36 minutes (there was then probably some accident), 11 minutes, 25, 50, 12, 25, 13, 24;—all in one month.

1298. Will you make the same statement with reference to the portion of the line from York to Normanton?—The average loss upon that portion of the line is $4\frac{2}{3}$ minutes per month. The individual cases of loss amounting to as much as 10 minutes are as follows: 15, 10, 15, 13, 12, 15, 14, 10; still all in the month of November; and taking the whole of the distance from Berwick to Normanton, the average time lost in the month is 24 minutes, and the individual cases amounting to as much as 10 minutes are 13, 23, 26, 27, 12, 21, 16, 14, 14, 11, 15, 31, 28, 31, 2 hours 3 minutes, 19, 12, 34, 31, 20, 1 hour 6 minutes, 13, 26, 28, 34; the amount of lateness exceeding 10 minutes on a great majority of the days. This is the more remarkable, because the time allowed for the up mails is five minutes greater than for the down mails between Berwick and Normanton.

1299. Captain O'Brien complains that the cause of the delay has been generally the delay in the arrival of the mails at York; you have shown that a considerable delay has occurred between Normanton and York, with which line the line from Newcastle, you state, is wrought in connexion?—It is wrought by a joint committee of the directors of the two companies.

1300. Captain O'Brien states, that the arrival at York is late 47 minutes; supposing the line south of Normanton had been worked with the same irregularity as that from Normanton to York, what would that 47 minutes have been?—Ninety-one minutes delay, had the delay been proportionate south of Normanton.

1301. Therefore the delays which have occurred have not been so much between London and Normanton, as they have been north of Normanton?—Proportionately to the length of the line, they have been far greater north of Normanton, than south of Normanton; I should say that between Normanton and York, in proportion to the distance, the delay has been far greater than between Normanton and London.

1302. *Chairman.*] Have you made any complaints to the railway company with regard to these delays which have occurred?—Yes. Whenever there is any very important delay, a complaint is made.

1303. Is it your opinion that these delays on the part of this company are attributable to the company, and not to the Post-office?—Most certainly.

1304. Has it been stated by the company, in answer to your complaints, that the delays are attributable to the Post-office and not to themselves?—They have so stated, explaining their answer to mean that we require of them a speed which they cannot accomplish. I am not aware that that company has charged the Post-office with delay in bringing the bags, or anything of that kind.

1305. Has an investigation been made into the subject, on the part of the Post-office, as to what is the real cause of the delay?—There has.

1306. What, in your opinion, is the cause?—My opinion, as stated in the circular to which repeated reference has been made, is, that the real cause of the delay is the overloading of the trains.

1307. And that the number of passengers which the trains take causes stoppages at the stations, which account for the delay?—I should rather say the number

number of carriages than the number of passengers. The train is unnecessarily long. When we gave them notice of the last acceleration, they expressed an opinion that it would be necessary to restrict the train to two carriages; but no such restriction has taken place.

1308. Mr. *Egerton.*] Who expressed that opinion?—The company.

1309. *Chairman.*] What is the nature of the agreement between the Post office and that railway company for the carriage of the mails?—As the Committee are aware, the Postmaster-general is authorised within certain limits to require that the trains shall run at a certain speed, and that each of the stations shall be reached at a certain hour; the payment for the service is usually determined by arbitration; in the particular instance it has been so determined; there is therefore no arrangement such as is usually called an agreement; but it is of the nature of a contract under an Act of Parliament. The honourable Chairman, who has himself frequently acted as an umpire, will be well aware that the notice to the company is always laid before the umpire, and that that notice, or rather the speed required under the notice, is the foundation of the award; we think therefore that the Postmaster-general is entitled to expect that the speed required by the notice shall be strictly observed, inasmuch as that is the speed for which the payment is made.

1310. Can you state to the Committee what is the payment absolutely made to this company for the service?—An award has been just made for this very service, and the payments are as follows: I am now giving the rates between York and Berwick; because, though the line from Normanton to Berwick is worked by a joint committee, the portion south of York belongs to another company. This is an award in respect of the service performed by the York, Newcastle, and Berwick Railway Company: for the down mail 1 *s.* per mile, and for the up day mail 3*s.* per mile; for the down night mail 3*s.*; for the up night mail 3*s.* per mile; the total amount for the service between York and Berwick, two trains in each direction each day, will be 27,659*l.* 12*s.* 6*d.* per annum; the amount under the previous award was 9,115*l.*, or about one-third.

1311. Taking the previous award, will you state what was the sum paid for each of the trains?—It is a little complicated; it was reckoned from York to Gateshead in the first portion; afterwards there was a somewhat similar rate between Gateshead and Berwick; it is a down day mail from York to Gateshead, 1 *s.* per mile; up day mail, 1 *s.* 3 *d.*; down night mail, 7 *d.*; up night mail, 7 *d.* The Committee will be aware that in the northern part of the route, what we call the night mails are really day mails, and the day mails are night mails. Between Gateshead and Berwick there was a certain sum to be paid per diem, without reference ——

1312. When was this last award made?—A few days since.

1313. Mr. *Egerton.*] Who was the arbitrator?—The Marquis of Blandford.

1314. *Chairman.*] It appears from the December award, that the trains which carry the mails are ordinary passenger trains, which suit the convenience of the public?—They were then and still are passenger trains; the difference between the two is this: that the trains now run, for the most part, at a higher speed than before; but as regards the up day mail there has been no change at all; the up day mail remains precisely the same as it was, but the rate of payment has been advanced from 1 *s.* 3 *d.* to 3 *s.*

1315. Mr. *Egerton.*] You said just now, that there was no special agreement entered into?—It is not in the nature of a voluntary agreement; the remuneration is determined in the manner I have described.

1316. Is that arbitration embodied in some agreement?—No; it takes the form of an award by the umpire, who was, in the present instance, the Marquis of Blandford.

1317. Under what instrument; is it in the shape of a bond between the parties?—No, it is the announcement of the decision of the umpire; in the particular instance the document is informal, and we have reason to believe that it might be set aside, but the Postmaster-general has no intention of disputing it.

1318. Mr. *Liddell.*] Do you consider that the delay in the arrival at Newcastle, which is shown by the returns to have amounted, I think, on the average, during the month of December, to 54 minutes per diem, is attributable mainly to the irregularity in the running of the train between Normanton and York; that is to say, in proportion to the distance?—I have not examined the returns for December; November has been the month hitherto taken, inasmuch as in

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December the running was impeded, towards the latter end of the month, by snow, and therefore it would be hardly fair to take December.

1319. Mr. *Philipps.*] Did you say that a low average irregularity was consistent with a very high daily irregularity?—Certainly it is.

1320. That could be only exceptional, it could not be continuous?—I did not say continuous.

1321. Did you also say that average delay was no measure whatever of the inconvenience sustained by the inhabitants?—I am not aware of having made such a statement; but it is not a full and complete measure, certainly.

1322. It must be a measure of the average inconvenience?—I do not know that; the inhabitants are scarcely compensated for a delay of half-an-hour one day by an earlier arrival by half-an-hour the next.

1323. Are they compensated if, out of 15 days, three days are very irregular and the other 12 regular; the higher the average was on the exceptional days, the more must it be reduced by the other days on which there was a low average?—I have not said that averages stand for nothing at all; I merely say that a low average of irregularity is quite consistent with a high degree of irregularity.

1324. Must not the average irregularity, or those days when there is the highest degree of irregularity, be reduced in proportion as there is a low average of irregularity over a certain number of days?—To that extent.

1325. Mr. *J. MacGregor.*] The time bill set forth by Captain O'Brien shows that the speed from London to Rugby is 33 miles an hour, from Rugby to Derby 39 miles an hour, Derby to York 42 miles an hour, York to Newcastle 44 miles an hour, and then from Newcastle to Berwick 36 miles an hour; were those speeds fixed arbitrarily by the Postmaster-general or his officer, or upon consultation with the railway authorities?—Upon consultation with the railway authorities. I must explain what I mean. In the first place, the Post-office took the times of a train actually running. When the notice was served, they took the speed of an actual train. There was a slight modification made afterwards with the concurrence of the company, of which I will not speak. Then, before directing that the company should run a train at that speed, they sent to the company the proposed time-bills, and asked them if they had any objection to the arrangement; and they obtained in that way the concurrence of the railway company to the time-bills.

1326. Then there was no objection on the part of the York, Newcastle, and Berwick Railway Company to a speed of 44 miles an hour?—None.

1327. You have stated that the irregularities north of Normanton were much greater than those south of Normanton; must not it be admitted that when the time is fixed at 40 odd miles an hour, there is a greater chance of irregularity than when the speed is fixed at 33 miles an hour?—I am not prepared to admit that the calculations, south of Normanton, are correct. I have not examined them.

1328. You have observed to the Committee that the whole loss would be 91 minutes, if the irregularity south of Normanton had been as great as north of Normanton?—Yes.

1329. In justice to Captain O'Brien's service, must not it be admitted that when he has fixed to perform a service at 44 miles an hour, there is a greater risk of irregularity at that speed than at a lower speed?—There is no doubt, other things equal, that the higher speeds are more difficult to maintain than the lower speeds. I am speaking now as to the fact which Captain O'Brien states in his evidence; the irregularities, he says in effect, are not ours; they are irregularities which occur south of our line. I want to show that that statement is not strictly correct; whether the irregularity upon this line is to be accounted for or not is a totally different question.

1330. Mr. *Liddell.*] You distinctly state that the irregularity which occurs upon the York, Newcastle, and Berwick line is greater in proportion to the distance than that which occurs either upon the North Midland line or that portion of the North Western over which the south mail travels?—Certainly not. The greater portion of the irregularity I am now speaking of, in the down mails, is not upon the York, Newcastle, and Berwick line, but upon the York and North Midland line; that is to say, between Normanton and York; a line with which Captain O'Brien is not connected, further than this: that he is secretary to a company, which company has united with another company to this extent, that the

the two companies have a joint committee, and that joint committee manages the double line; therefore it is one management.

1331. (To Mr. *Page*.) Do you happen to know the distance from Normanton to York?—Twenty-four miles.

1332. Mr. *Horsfall*.] (To Mr. *Hill*.) By whom is a check kept on the part of the Post-office upon the arrivals of the mails at the different stations?—By the guard travelling with them.

1333. By whom is a check kept on behalf of the railway company?—I presume by the station-master; perhaps the railway company's guards.

1334. Is it the fact with regard to the arrival of these trains that there is a great difference in the delay and the average given by Captain O'Brien?—I think that is accounted for, because Captain O'Brien reckons from the departure of the train from York, and I reckon from the arrival of the train at York; it is very likely also that there would be some discrepancies in the statements of our guards and their guards.

1335. Mr. *Egerton*.] Does each guard make a written report to the Post-office of the hour of his arrival at each station?—Every guard has a printed bill, showing the time at which the mail train ought to arrive at each station, and there is a vacant column in which it his duty to record the time at which the train actually arrives at the stations. Those bills are sent up, upon the completion of the journey, to the office in St. Martin's-le-Grand, where they are examined.

1336. Are they kept?—They are kept; that is an actual time-bill (*handing in the same*).

1337. Mr. *Milner*.] I think you have stated in your evidence, that the average loss of time from Normanton to York and from York to Berwick was greater, taking the distance into consideration, than the loss of time from London to Derby and Derby to Normanton in the month of November?—No, I think I have not stated that; what I did state was, that the loss of time between Normanton and York was proportionately greater than the loss of time between London and Normanton.

1338. Have you the time at which the mail arrived at Normanton in the month of November, and the number of days on which the delay exceeded 10 minutes?—The number of days was 27.

1339. Mr. *J. MacGregor*.] If I understand rightly, we must get rid of a fallacy in these returns. These are not the returns of a train leaving London, and arriving at Edinburgh or Glasgow; they are returns of different days, and therefore embrace different trains?—I have not said that the returns are fallacious; I accounted for the difference between the two.

1340. I understood you to show that this was erroneous?—I neither showed that it was erroneous nor fallacious. What I say is simply this: that in comparing the statement which I have in my hand with the statement which has been printed in the papers, it will be necessary to keep in mind that the train of the 1st of November from London is the train of the 2d of November from York; there is no fallacy, and no inaccuracy.

1341. Mr. *Hastie*.] It is the same train taken at two different places?—The train leaves London about 9 at night; and a train leaving at 9 at night on the 1st of November, arrives at York at 35 minutes past 4 in the morning of the 2d of November.

1342. Mr. *J. MacGregor*.] On the numerous days on which these irregularities occurred, have you discovered whether on any occasion the Post-office delay the bags, or otherwise impeded the train?—We had no reason to think the Post-office delayed the bags on any of those days.

1343. Is it admitted by the railway company that the Post-office was not the cause of the delay on any of those occasions?—Captain O'Brien says that there were two or three slight delays, not such as materially to interfere with the progress of the mail. I have every reason to believe that that is a correct statement of the actual facts of the case. The Post-office is well aware that there are occasionally slight delays in bringing the bags to the several stations; the fact is admitted in my own circular on the subject. We hold that those delays are so slight as not materially to interfere with the progress of the trains.

1344. (To Mr. *Page*.) What is the date of the first award giving to the York, Newcastle, and Berwick 9,115*l*.?—I believe the first award to be dated 10 or 12 years back, as far as I can recollect; but there has been more than one award for the different services.

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1345. The later one of 27,659 *l.* is immediate?—It is dated last month.

1346. (To Mr. *Hill.*) At the former period, the Post-office limited its services to the carriage of letters?—And newspapers.

1347. Now it seems to include the carriage of parcels and matters of considerable bulk and weight?—Not at all; the weight of the mail is greater certainly, but the increase is chiefly, if not almost entirely, owing to the additional newspapers and letters. The book post has been established between the two periods, and there would be a slight additional weight in consequence.

1348. The Committee asked for returns of the weight of mails at different periods; have those returns been prepared?—We have made a return, and our return is, that we cannot give the information.

1349. *Chairman.*] You do not weigh the bags?—We have no time to do it; it would delay the despatch of the mails; you will find that the weight of the mail from London consists, I should say speaking roughly, 9-10ths of newspapers.

1350. Mr. *Wilson.*] Have you any idea what proportion consists of book parcels?—We know exactly what the book parcels are; they are very much more numerous from London than in any other direction, as might naturally be expected; I think, as compared with the weight of the newspapers, the weight of the book parcels would be perhaps as 1 to 70 or 80; not a greater proportion than that.

1351. Mr. *J. MacGregor.*] It is admitted that, between the two periods, the Post-office began to compete with the railway companies in regard to what may be called the carriage of parcels?—I do not know as to that; we carry books, but we do not carry other parcels.

1352. You carry letters of larger weight than you carried six years ago?—It is about six years since the limitation to the weight of letters was abolished. I should mention that, previously to the adoption of the penny postage, there was no limitation at all; anything might be sent through the Post-office; a sack of wool might have been sent, and called a letter, and paid for as such; but when the penny postage was adopted, it was thought necessary to limit the weight of a letter to one pound. Such a limitation was very inconvenient, I do not mean to the public, but to the Post-office, because we were obliged to have a number of exceptions; as regards Parliamentary Papers, for instance, it led to a great deal of trouble, and it was found a matter of convenience to abolish it. I do not suppose that we have letters weighing more than one pound very often; I should think one in ten thousand is a larger proportion than that which actually obtains; this change, therefore, has been practically inoperative.

1353. You stated that formerly, before the reduction of the rate of postage to one penny, anything could be sent by post; for example, a sack of wool?—Yes; a grand piano forte was once sent by post, according to tradition.

1354. Mr. *Blackett.*] In the 4th page and the 37th paragraph of the memorandum, you speak of a gain of two hours in the despatch of the London night mail?—"A gain of two hours in the despatch, and of two hours in the arrival of the London night mail."

1355. I presume you will admit that that is a purely nominal advantage?—No, I cannot admit that to be a purely nominal advantage.

1356. By the time-tables, taking the month of November, which you have gone through, it appears that there are a very small number of days in that month upon which the mail has not been half an hour late?—Even then it would be an advantage to the extent of an hour and a half as regards the arrival, and of the whole two hours as regards the despatch.

1357. The despatch from Newcastle?—Yes.

1358. Is there any practical chance, seeing the great difficulty which there has been in at all keeping up to the accelerated speed since the last change, of carrying out any further acceleration?—I think there is; perhaps the honourable Member will think so too, when I tell him that the mails are now comparatively regular; they are less regular upon the eastern route than upon the western, but upon the western route the regularity is so great that neither the office nor the public has much to complain of. Anticipating that some inquiry might be made, I have had a statement prepared (which I will put in), which compares the regularity in the month of November with the regularity in the month of April.

[*The same was delivered in, and is as follows*:]

RETURN

RETURN showing the Average Lateness in the Arrival of the DOWN NIGHT MAILS at the under-mentioned Stations, during the months of November 1853 and April 1854.

	DOWN NIGHT MAILS.	Average for the Month of Nov. 1853.	Average for the Month of April 1854.
		Minutes.	*Minutes.*
Western route - - -	Lateness in arriving at Preston -	34 17/30	5 10/30
	Ditto ditto Edinburgh	39 23/30	0 12/30
	Ditto ditto Glasgow -	38 9/26	2 5/30
	Ditto ditto Perth -	54 12/30	7 5/30
	Ditto ditto Chester -	32 7/30	15 9/30
	Ditto ditto Holyhead -	49 24/30	15 1/30
Eastern route - - -	Ditto ditto Normanton	35 20/30	11 18/30
	Ditto ditto Newcastle -	54 15/30	23 23/30
	Ditto ditto Edinburgh	45 15/30	9 22/30

AVERAGE Lateness in the ARRIVAL of the UP NIGHT MAILS (over the Western Route) in London, during the same Months.

UP NIGHT MAILS.	Average for the Month of Nov. 1853.	Average for the Month of April 1854.
	Minutes.	*Minutes.*
Lateness in arriving in London - - - - - - -	31 13/30	5 11/29

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1359. Mr. *Egerton.*] Is that on the whole of the line travelled by the North-Western?—From London to Edinburgh, by both routes, the improvement is exceedingly satisfactory; here we take the average which, as has been clearly shown, does not give all the information which we could desire, but still it gives a good deal; the average lateness in November at Preston was 34 minutes (I omit the fractions), it is now only five; at Edinburgh it was 39 minutes, it is now nothing; at Glasgow 38 minutes, reduced to two minutes; at Perth 54 minutes, reduced to seven minutes; at Chester (now taking the Irish line) 32 minutes, reduced to 15; Holyhead 49 minutes, reduced to 15; Normanton (now we are upon the eastern route), 35 minutes, reduced to 11; Newcastle 54 minutes, reduced to 23; and Edinburgh 45 minutes, reduced to nine. Then as regards the arrival of the up mails, the lateness in London averaged for the month of November 31 minutes, and for the month of April five minutes.

1360. Mr. *Egerton.*] Is it not always the case that there is a great difference between the summer and winter service?—Captain O'Brien tells us that the difference is the other way.

1361. Captain O'Brien told the Committee that the service in the month of March was well performed, which he attributed to the absence of wet, and to the rails not being in a slippery state?—There is no doubt that other things equal, the service is more easily performed in the summer than in the winter. Captain O'Brien says, in answer to Question 24, "As you will see from these returns, it is rather remarkable that, in winter, we appear to have gained rather more than in the summer months. I attribute that entirely to the anxiety of people to get on as quickly as they could." I do not agree with Captain O'Brien in that explanation; there is no doubt more difficulty in the winter than in the summer, but April is not the summer.

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1362. Mr. *Blackett.*] To what do you attribute this great increase in the regularity?—I attribute it to the great care which has been taken by the companies (and by the Post-office), in consequence of public attention having been directed to the subject.

1363. Do you attribute it merely to the improved state of the weather at this time of year, or to the effect of any remonstrances of yours; or, thirdly, to any actual improvements in the management of the railways?—I think the main cause is improvement in the management of the railways; I understand that upon the North-western line, for instance, the directors appoint an officer to accompany every mail train, and to report upon its progress and upon all causes of irregularity.

1364. Mr. *Cowan.*] Does that arrangement obtain now?—I believe it does.

1365. Mr. *Egerton.*] If you turn to Question 114, you will see what Captain O'Brien says there about the weather. "Do not you attribute that improvement to the greater attention paid by the various companies to the working of the mail trains, in consequence of that circular of the Postmaster-general?—No, I do not. In the first place, the weather has a great deal to do with it, and of course we had more daylight. I also attribute it, on our line, to our having got over much of the great difficulty that occurred in December and January, when we were overborne by the weather."—December and January cannot touch the question as regards November.

1366. Captain O'Brien further says: "I should attribute it further to the refusal of the North-Western Company to wait a very long time at the junction"?—That is altogether imaginary.

1367. Mr. *Blackett.*] In the statement which you have just read, it appeared that even in the month of April the mail was 23 minutes late at Newcastle?—Yes; the average was nearly 24 minutes.

1368. Seeing that there is still, with the best efforts which the Post-office and the railroad companies can make, a very considerable delay in reaching Newcastle, have you the means of stating how you would propose to insure a further gain in the arrival of the mail at Newcastle, which is mentioned in paragraph 38 of the memorandum?—In the first place I must point out that I have not admitted that the companies have made their best efforts; I think very great efforts have been made upon the Western line, but I do not think equal efforts have been made upon the Eastern line. My opinion is that the present irregularity, though much less than it was in November, is capable of being greatly reduced, and ought to be reduced.

1369. Mr. *Liddell.*] The Post-office authorities have most obligingly on two occasions lately accelerated our mails, and we have observed that although we got our letters of course earlier in consequence of that acceleration, yet that the irregularity was even greater after those accelerations had taken place than it had been previously. What security is there that in consequence of the additional acceleration which you now propose, the irregularity will not continue?—I am afraid that a certain amount of irregularity is unavoidable, and I must admit also that it is the fact that when an acceleration has been attempted, the immediate result has been increased irregularity; perhaps that also may be considered unavoidable, but after awhile, when the machinery and all the arrangements of the railway companies become adapted to the increased speed (and it may be that there is increased care taken in working the mail), the irregularity gradually diminishes. We have at the present moment quite as high a degree of punctuality, and I think I may say a higher degree of punctuality on the western route than before the trains were accelerated; the Honourable Member will be aware that they have been accelerated on that line quite as much as on the other.

1370. Are you aware that it has been stated in evidence by a person of competent authority, namely, Captain O'Brien, that he considers the rate of running speed exacted by the Post-office upon certain portions of the line with which he is connected, is both incompatible with punctuality and with safety to the person?—I am aware that he states that much.

1371. Are you of the same opinion?—Certainly not.

1372. Do you think that a running speed of 44 miles an hour for a mail train is compatible with punctuality?—Certainly.

1373. I think you stated that on the south of Newcastle the speed is higher than on the north?—I am not aware that I have stated so much; I cannot have stated that, because I am not aware that the speed is greater south of Newcastle.

1374. I think

1374. I think you stated that the running speed maintained by the railway is much greater north of Newcastle than south of Newcastle?—There is no doubt it is so; the speed is greater south of Newcastle, that is between York and Newcastle, than it is between Newcastle and Berwick.

1375. Has it ever been brought under your notice that there is a portion of the line over which, in the opinion of Captain O'Brien, a very great speed is incompatible with safety?—No, it has not, excepting in Captain O'Brien's evidence; as I stated before, we take the actual speed which the company itself has adopted; I presume the company is acquainted with its own line, and regulates the speed with a knowledge of its difficulties.

1376. Mr. *Wilson.*] Is not the state of the law with regard to the speed this, that by the Act of Parliament you are entitled to require trains to run 27 miles an hour, and you are not of your own accord enabled to require a greater speed; but you are also by another portion of the Act of Parliament empowered to require that a railway company shall carry a mail at the same speed as that which it adopts for any other of its own trains, and therefore that your power of requiring speed is limited to the voluntary rate at which the railway company chooses of its own accord to run its trains?—That is a perfectly accurate statement of the case; there is this further limitation: even as regards a speed of 27 miles an hour, we are not entitled to demand it if the Board of Trade should certify that in the particular case it is unsafe.

1377. Therefore, whatever speed you have adopted upon any line above 27 miles an hour, it can only be upon the ground that the railway company itself has voluntarily adopted that speed?—It is so.

1378. And if a railway company shall at any time find this particular speed is inconvenient or unsafe, they have the power of limiting the Post-office by a voluntary withdrawal of their own speed, upon giving proper notice to the Post-office to that effect?—Yes.

1379. Therefore, in fact, everything above a speed of 27 miles an hour is voluntarily fixed by the railway companies themselves?—It is so.

1380. Mr. *J. MacGregor.*] May you not run an express train in the day at a greater speed than you would be justified in running a mail train at night?—The Legislature has not thought it necessary to make any difference.

1381. Does your practical acquaintance with the subject enable you to say whether you could run a train at night, subject to all stoppages, at the same rate of speed as that of an express train in the day?—Yes.

1382. *Chairman.*] Does the Post-office require the same number of stoppages which a railway company requires for an ordinary express train?—We sometimes require a larger number of stoppages; but when we do require them, then an allowance is made in respect of such stoppages.

1383. Mr. *Fortescue.*] With respect to the York, Newcastle, and Berwick Railway, do you think, under the award which has been referred to, the Post-office would be justified in requiring punctuality, irrespective of carrying passengers?—I think so, decidedly, seeing the very high rate of payment which is made. I consider that 3*s.* a mile is about double the total cost of the whole train, passengers and everything else. I happen to be a shareholder in that company, and, therefore, receiving their reports, I know pretty well what the expenses are. I have with me a report of that company, showing that the cost of locomotion for the passenger trains for the past half year was 6*d.* and a fraction of a penny, and if we add 1*s.* for all other expenses, there is still a considerable margin.

1384. So that if they carried no passengers, the trains would be highly remunerative?—If they carried no passengers, the profit would in my opinion be about 200 per cent., because if they carried no passengers at all, the cost of the train of course would be less, the cost of locomotion increasing, though not in a full ratio, with the weight of the train.

1385. Mr. *Egerton.*] You have stated that arbitration was the rule of the Post-office?—Yes; it is hardly right to call it the rule of the Post-office; we cannot help ourselves.

1386. Mr. *Liddell.*] Do you, from your general knowledge of the conveyance of mails by railways, observe that a greater irregularity exists as a general rule upon those lines over which the greatest rate of running speed is enforced?—No; I do not think it does at present.

1387. Mr. *J. MacGregor.*] In speaking of 6*d.* for the charge of locomotion,

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and 1*s.* for other expenses, are you not leaving out of sight the value of the capital of the parties who created the undertaking?—The profit goes to compensate them for the use of their capital.

1388. When you speak of 1*s.* 6*d.* being the cost of the service, you are leaving out all consideration of capital?—No; I am not; that does not enter into the cost of the service.

1389. The Railway Company has to produce the engines and carriages, and place them upon the rails to carry your bags?—And they have to obtain a certain profit in the shape of interest upon their capital, which forms the dividend; I am speaking of the bare cost of running a train.

1390. To promote punctuality, should not there be punctuality at the commencement of the service?—Yes.

1391. I observe, in the months of October, November, and December, there were only 15 occasions on which the trains started punctually from Euston-square at the time set forth in the bills?—I am afraid the departure from Euston-square has been very irregular, or was in those months.

1392. That is not to be attributed to the railway company exclusively?—There may be a difference of opinion upon that point; but I should think it is almost exclusively to be attributed to the railway company.

1393. Mr. *Egerton.*] Was not it a positive fact that the railway company waited on several nights for the arrival of the vans bringing the mail-bags?—No. I should doubt whether they ever waited for the arrival of the vans. The vans frequently arrived after the appointed time for their arrival, but still long before that fixed for the departure of the train.

1394. Mr. *Fortescue.*] Is there not always a large margin allowed?—There is a large margin. The truth is, that the time stated in these Returns for the arrival of the van is little more than a nominal thing. I at once admit that it ought not to have stood in the time-bills. The Post-office was to blame for allowing an entry which was a mere nominal thing to remain, and therefore, in supplying the Returns to the Committee, though we had struck it out when something was said about it, we thought it right to add it again.

1395. Mr. *Divett.*] Do you mean to say, supposing a train starts at 9, that the time for the arrival of the van is put a long time before 9?—The state of things at the time spoken of was this: the train was appointed to start at 8·45, and according to our time-bills, the time at which the mail should have reached Euston-square was 8·18, leaving 27 minutes for transferring the bags from the vans to the railway carriages. I believe, that entry (8·18) had continued for a great many years; that it was the same when the mail started at half-past 8. I do not want to defend this. I think it ought not to have been allowed to remain in the bills.

1396. Mr. *Wilson.*] Are you at all disposed to defend the Post-office, any more than the railway companies, from any fair share of irregularity or blame; your desire is to draw out such facts as to lead to an improvement, both with regard to the one and the other?—Certainly. In my circular, irregularity on the part of the Post-office is fully admitted—irregularity to a slight extent—it is correctly described.

1397. *Chairman.*] At the same time I understand you to say, that you do not hold yourself responsible for any delay with regard to the time at which the trains are obliged to start from Euston-square?—Yes, unless our mail arrives too late, and there is an insufficient interval for their transfer.

1398. Have you anything to show whether your bags have been delivered so near the time of departure as to cause delay?—The times entered here are those of the arrival of the latest of the vans; some vans go very early, so that the transfer of the bags commences at a very early hour.

1399. What time do you consider to be required for transferring the bags from your vans to the railway trains?—I cannot answer that question shortly. As the arrangements are at Euston-square, I know that a very considerable interval is necessary; but we hold that the arrangements are defective, and that the necessity for a very long interval arises from, in truth, the great length of the train. If you will permit me, I will explain how. Some months ago, the company made arrangements for having two mails going northward, and the consequence was, that the mail train at that time was comparatively short, and the transfer of the bags from the vans to the mail-train was effected without difficulty in the time which is allowed for the purpose; but after a while the railway company discontinued

tinued this second train, and that threw a heavy traffic upon the mail-train, and increased its length so greatly that a very considerable inconvenience resulted in loading it with the post-office bags; and the difficulty arose thus. The Committee will see, that when the mail-train reaches a station at some intermediate part of its journey, if the train is very long, and the mail-carriages are put at the end of it, they do not, or may not, arrive at the station, and the consequence of that is, that difficulties arise in exchanging the bags. In order to avoid that inconvenience, the railway company arranged to have the mail-carriages inserted in the middle of the train; but the insertion of the mail-carriages in the middle of a long train involves the necessity of their being passed over the turn-tables after they are laden. They are brought to the place where the vans are; they stand upon the same line of rails, but detached from the train, and beyond it; when they are laden, they have to be passed over two turn-tables into another line of rails, pushed forward, then passed over two more turn-tables, and brought into the line of rails upon which the train stands, in order that they may be inserted in the middle; this it is that causes so long an interval between the arrival of the vans and the departure of the trains; and the Committee will see that this necessity arises simply and solely from the great length of the train.

1400. According to the Act of Parliament relating to these matters, is there any compulsion upon the railway companies to provide any assistance in delivering the bags into the train?—There is nothing said upon that subject; at the same time, it would be unjust towards the companies to lead the Committee to suppose that they have withheld their assistance. It does so happen that all the assistance which is now required for transferring the bags to the railway train is at the cost of the Post-office, but that is not because the companies raised any difficulty, but we thought it advisable that there should be no division of responsibility in the matter; and inasmuch as it was necessary that some of the operations should be performed by the Post-office, the Postmaster-general was willing to take the expense of the whole business upon himsef; we therefore employ the companies' porters, but they are porters who would otherwise be off their work, and we pay them for the service.

1401. The Post-office is responsible for the bags being put into the railway train, and the companies are irresponsible altogether?—No, we do not admit that; we hold, on the contrary, that it is a part of the duty of the company to put the bags in its train just as they are required to put any other goods into the train.

1402. The Act of Parliament says that you shall deliver to the company your bags at a certain time?—I am not aware that the Act says anything of the kind.

1403. "Shall deliver your bags to the company." Do you apprehend that means that you shall deliver your bags at the station, or deliver them at the carriage into which they are put?—Our opinion is, that all that we are required to do is to have the bags at the station, and that it is the business of the company to place those bags in the train; at the same time that is not a point which we dispute; we are anxious to avoid all points of dispute with the companies, and to get the work done in the best manner possible; therefore, as I mentioned before, we find our porters not only at Euston-square, but at other stations.

1404. When it is alleged that delay takes place at the Euston-square station, it is very material to discover whose duty it is to perform the several services which are required?—We hold that the duty of placing the bags in the train belongs to the company. It is our duty to check those bags, to see that they are all right, and so on; but the porterage we hold to be the duty of the company.

1405. Mr. *J. MacGregor.*] (To Mr. *Page.*) Is there any instance of which you know of refusal, on the part of the railway company, to load the bags?—I believe an instance has occurred very recently; I cannot recollect on the part of what company.—(Mr. *Hill.*) It is a very unusual thing, and the Post-office makes no complaint whatever on that score.—(Mr. *Page.*) I think, within the last month, a case has occurred. I am not sure that it has been decided; it is merely undergoing investigation.

1406. It is not the case of a metropolitan railway?—If I remember rightly, it was the case of the South-Western Company, or rather of some of their porters.

1407. (To Mr. *Hill.*) Has there been any unwillingness on the part of railway companies to meet the Post-office in a businesslike and amicable way?—I make no charge of the kind.

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1408. Is it not clearly an object for the officials of the railway companies and the Post-office to meet, and come to an understanding as to the time required for loading the bags, and the best mode of effecting it?—Yes.

1409. I think Captain O'Brien's answer to Question 48 rather implies that there has not been such an amount of communication between the Post-office department and the managers of railways, as might have fairly taken place; he says, "The rate from York to Newcastle is 44 miles an hour, after allowing for stoppages; that rate of speed is far higher than the railways would venture to do, if left to themselves; it is far higher than the highest express speed upon the line, and I contend that it is incompatible with regularity:" now I understand that to be a higher rate of speed than the speed of any express train running upon the York and Newcastle Railway?—As I have already stated, we took the speed which we found existing. There is a little point about an additional stop having been proposed, which rather complicates the statement; but it was interposed with the consent of the company.

1410. Mr. *Liddell.*] At the place called Ferry Hill?—Yes, in one direction. We offered them five minutes on account of that stop, but they did not take the five minutes; so that the present speed is to the extent of five minutes greater than it was when they first started. But I cannot admit the correctness of Captain O'Brien's statement, because the company was consulted as to the time bills. I will read the instruction which was given to our surveyor upon the subject, who has charge of the district. This acceleration took place on the 1st of June, and on the 18th of April I addressed the following instructions to our surveyor; "With reference to the altered time bill, which has been furnished to you, for the intended acceleration of the night mail train from Rugby and Tamworth to York, Newcastle, and Edinburgh, and *vice versâ*, I beg to acquaint you, that I think it is desirable that the proposed Bill should be submitted to the companies before the legal notices are served; in order that, if they wish to ask for any slight modification of it which may appear necessary or reasonable, the Postmaster-general may have the opportunity of considering their request before signing the notices. I have, therefore, to request that you will be good enough to submit the proposed bill to the companies working the line between Normanton and Berwick, and let me have your report with the least possible delay, stating whether they have any reasonable objection to make to the contemplated working. I shall be glad to receive your reply, if possible, by this day week." To that I received, on the 23d of April, the following reply: "In obedience to the directions contained in your letter of the 18th instant, I have submitted the proposed time bills for the accelerated night mail trains to the companies between Normanton and Berwick. The companies make no positive objection to the hours, and state that when they are served with the usual notice, they will consider it necessary to use every endeavour to keep the required time, but they consider that there will be some difficulty in doing so, on the down journey especially, and during the winter months. I beg to state that they find it now very difficult to keep time with their express trains, and they anticipate that it will be still more so when the weight of the travelling office and the van is added to their ordinary expresses; but at the same time, they feel sure that their traffic will be diminished so much as to be contained in one, or at most two carriages, in which case that objection falls to the ground. The real difficulty will arise from the moisture of the rails at so early an hour in the morning, as it will prevent them from biting sufficiently to ensure an express speed. The board mean to state these objections after they have been served with the notice, not for the purpose of throwing any obstacle in the way of the Post-office, but that the department may be prepared for contingencies which may prevent the time from being correctly kept, and which may make it expedient, perhaps, to allow 15 minutes more for the journey between York and Newcastle during the winter months. Possibly no alteration may be necessary, and there appears at any rate to be no reason why the notices should not be served according to the proposed time bill." I have troubled the Committee with this at length, because it will show the Committee the practice of the office, which is to consult the railway companies upon the time bills before the notices are served. Then I may add with reference to this particular matter, that after the acceleration had taken effect, the railway company made no complaint of this increased speed, but, on the contrary, they voluntarily came forward, and proposed to continue the same high speed all the way to Edinburgh.

1411. *Chairman.*

1411. *Chairman.*] I observe that in your memorandum you propose a still further acceleration?—That I think is south of this line.

1412. Does that future acceleration apply to the line which is now under discussion?—I think there is some acceleration between Normanton and Newcastle, but not north of Newcastle.

1413. Mr. *Liddell.*] You say that there is a further acceleration anticipated between York and Newcastle. The Committee have it in evidence that your running weight of speed between York and Newcastle is at this present moment 44 miles an hour?—I have not said that there is any acceleration proposed between York and Newcastle.

1414. Mr. *J. MacGregor.*] The report which you have read was from one of your own officers?—Yes.

1415. In that report he states that certain objections were mentioned by the officer of the railway, with regard to the rate of speed, the slipperiness of the rails, the night service, and so on?—Yes.

1416. Reading that in connexion with Captain O'Brien's answer, it does seem to me that the subject was not sufficiently discussed or considered; the company offered to do everything in their power to work up to some table which you exhibited, but they stated objections to it?—They stated their objections, but they expressed a desire to try the speed, and if any difficulties occurred they would apply again to the Post-office. They did not apply to the Post-office; on the contrary, they proposed to continue that speed all the way to Edinburgh.

1417. That must have been another company?—No; the same company.

1418. Captain O'Brien does not conduct the service up to Edinburgh?—My communications were not with Captain O'Brien; they were with Mr. Harrison, the manager of the company which works to Berwick; and Mr. Harrison was commissioned to speak on behalf of the company which works the line from Berwick to Edinburgh, and I had a further communication with the Lord Provost of Edinburgh (as he mentions in his evidence before the Committee), who is a director of the company in question.

1419. You will observe that there is an inconsistency in that statement and the answer of Captain O'Brien, in which he says that the speed is incompatible with safety and regularity, and a higher speed than the railway companies would want if they were left to themselves?—There again I cannot confirm Captain O'Brien's statement, because we find that, even between Newcastle and Berwick, where the Post-office, as has been stated by Captain O'Brien, prescribed a comparatively low rate of speed, the company inserted certain stoppages. You will find all this detailed in Captain O'Brien's answer to Question 24; he states that they inserted additional stoppages because they had ample time, and that notwithstanding the insertion of those additional stoppages, they saved, on an average, about eight minutes. Now we have calculated what must have been the running speed of that train, taking Captain O'Brien's own formula for the calculation; and we found that the running speed was 46 miles an hour, or two miles greater than that between York and Newcastle, which Captain O'Brien pronounces to be physically impossible, and inconsistent with safety. Then we also found that, before the notice was served upon the company, they had a day express train between Newcastle and Berwick, which is now our mail train, and that that day express train was running at a rate of nearly 50 miles an hour.

1420. At what period was that?—About February 1853; we converted this train into a mail train, and at that time we did not alter the speed at all; the train was timed at a running speed of nearly 50 miles an hour, or six miles greater than that between York and Newcastle.

1421. Mr. *Liddell.*] I find that between Newcastle and Berwick, the very portion of the line of which we are speaking, the speed has been reduced from 40 miles to 38 miles an hour, and the consequence of that reduction of speed has been, instead of a loss of seven minutes, a gain of two minutes on the part of the railway; does not that tend to show that, by diminishing the rate of speed, you insure punctuality?—There is no doubt it is easier to be punctual with low speeds than high speeds.

1422. Does not it follow, that if you attempt to accelerate beyond a certain point, you render it impossible for the train to be punctual?—I cannot admit that; all persons conversant with railway management, know that if you are to have a very swift train, you must use the better and more powerful engines; I do

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not know that, in point of fact, the swift trains are less regular than the slow ones; I do not think they are.

1423. Mr. *Hastie.*] Are you not aware, that express trains are generally more punctual than what are called mail trains?—That again I am not prepared to admit; they were more punctual at the time the Post-office thought it necessary to point out to the directors the great irregularity; at that time the express trains were more punctual than the mail trains. I am not sure that it is so now.

1424. Mr. *Fortescue.*] Captain O'Brien admits the great improvement in punctuality which you have described as having taken place within the last two months, but he refuses to attribute that to the improved management on the railways, in consequence of your circular in January last; he accounts for it in various ways, sometimes by the difference in the weather. Is there any foundation for one reason assigned by Captain O'Brien: in answer to Question 86, he is asked, "You have stated that there was a very remarkable diminution in the delay that took place south of York during the month of March last? Yes; it began in March last.—And that you are led to believe that that has been mainly caused by the refusal of the London and North-Western Company to stop and wait at Tamworth? That is the story I hear, that in consequence of the railway companies being found great fault with for being unpunctual in their arrival, they said, 'We will not wait at the junction beyond a certain time,' and they do not wait, and the effect has immediately been a considerable diminution in the amount of delay"?—Not the slightest.

1425. Mr. *Wilson.*] Has your attention been called to Question No. 4, in Captain O'Brien's evidence, where, being asked what his opinion is as to the cause of the irregularity, he attributes it chiefly, or especially, to the system of centralisation of the letters at Tamworth?—Yes, it has.

1426. Is it your opinion that he is correct in that statement?—There is no doubt that the centralisation at Tamworth has caused some irregularity in the transmission of letters; but it is not a source, or any material source, of irregularity in the trains. What I mean is, that sometimes one of the trains which have to meet at Tamworth is not up in time, and the other train not waiting for it, the letters are kept behind so long, that in that way it causes irregularity. But that is not the irregularity of which Captain O'Brien speaks; he speaks of irregularity in the progress of the trains.

1427. The irregularity to which you refer, therefore, applies to irregularity as to the branch mails, which fall in at Tamworth, not to the main mails passing through Tamworth?—Not to the mails passing north from London to Tamworth, and through Tamworth to Carlisle.

1428. In illustration of that, you have been asked a question as to an observation which Captain O'Brien made with regard to the cause of the less detention of late, in consequence, as he stated, of the railway company saying that they would no longer wait for the train, and refusing to do so and passing on; is that statement correct?—It is altogether a mistake on Captain O'Brien's part, which I cannot account for. He says, that the North Western Company refuse to stop; now the train in question does not belong to the North Western Company; the train in question is one going from the West of England to Derby; it belongs to the Midland Company. Neither the North Western nor the Midland Company has refused to stop, for this very good reason; we never required them to stop; a very slight modification as regards the stopping at Tamworth has taken place, which is simply to this extent, that till a very short time since, a few weeks ago, the rule was this: that if the North Western train, being at Tamworth, and one of the other trains that had to meet it was in sight, if the time for the starting again of the North Western arrived, then the North Western was to wait, but not unless the other train was in sight; if the Midland train was in sight, then, though the time for the North Western train to start had actually arrived, the rule was, that it should wait. But we had reason to think that this caused some irregularity, and the North Western mails being very much more important than the mails to and from the West of England, the Postmaster-general issued an instruction, that even under those circumstances the train should not wait. I am not aware of any other ground for Captain O'Brien's statement than that which I have stated. I am not aware of a refusal on the part of any company to wait, or anything of the kind.

1429. In fact, any alteration which has taken place with regard to the North-western mails not waiting for the other trains that were too late, is an act on the part

part of the Post-office, and not an act on the part of the railway company?—Certainly, as far as I am aware.

1430. In order to put this matter plainly before the Committee, am I right in this description of the nature of the Tamworth junction; the direct mail, from London to Manchester, and Liverpool and Scotland, passes through Tamworth; you have a junction of the North Midland coming from Birmingham and the West of England; also at Tamworth, and running on from Tamworth to Derby; the system by which you regulate these mails is, that all the direct mails for the North, Liverpool, Manchester, and Ireland, go by that direct mail through Tamworth; you have then a mail from the West of England, which falls into the junction at Tamworth 20 minutes before the arrival of the mail from London?—It is appointed to be at Tamworth 20 minutes before the mail from London; that is its time.

1431. In order to secure those letters passing on to the North, and to Ireland?—Exactly.

1432. You have another mail the reverse way from the North, which arrives at nearly the same time at Tamworth, bringing the Irish letters, the North country letters, and the Liverpool and Manchester letters?—It arrives a little later than the other.

1433. How much later does it arrive?—[Mr. *Page*.] The down-mail arrives at 12.25, and the up-mail at 12.42; there is a difference of 17 minutes.

1434. Then if the down-mail arrives from London at 12.25, and the up-mail arrives at 12.42, the mail from the West of England having arrived 20 minutes before the arrival of the London mail, you have then a few minutes between 12.25 and 12.42 for the arrangement of the bags; and upon the arrival of the mail from the North, you have a branch mail, which proceeds with the West of England letters, with the Irish letters, with part of the Liverpool letters, and the whole of the West of England letters, on to Derby?—[Mr. *Hill*.] Just so.

1435. Captain O'Brien has stated that he has known, and that it frequently happens, that the observations of the porters of the railway led to the inference that the delay of an hour usually occurred at that junction?—Captain O'Brien says, "We were detained one night nearly an hour and a half, and the men said 'This is always the case'; they said 'Oh, we shall have to wait an hour, as usual'; and we did wait an hour and a half."

1436. Now do you conceive it possible that Captain O'Brien's answer could have referred either to the direct mail through Tamworth from London to the North or the reverse mail, or that it could have referred to the departure of the north country mail to Derby, after the arrival of the Irish letters?—No, certainly not.

1437. Does not that delay which appears in Captain O'Brien's evidence as an hour and a half, arise from the fact that you have first the arrival of the West of England mail 20 minutes before the arrival of the London mail down, and then a further period of 17 minutes elapses between the departure of the London mail down and the North mail up?—Yes.

1438. Is that time for the West of England letters which appears to be given, an unnecessary margin, from the consideration that it is less important that the West of England letters should be obliged, for the purpose of securing punctuality, to be at Tamworth 20 minutes before their time, rather than that any delay should take place with regard to the other mails?—That has been the object of the arrangement, to avoid any possible detention of the main mail from London to the North; the mail, therefore, from the West (considering it is one mail from the West of England to Derby) is purposely detained; it is appointed to stay at Tamworth exactly an hour; that is an appointed regulation, and not a matter of accident, in order that there may be no possible delay in the despatch of the mail running from London to the North.

1439. That delay has no reference to the principal mails running through Tamworth?—No, not to the principal mails.

1440. At Tamworth you accumulate the whole of the letters from Ireland, the whole of the letters from the West of England, including Bristol and Birmingham, the whole of the letters that may arrive at Falmouth or Plymouth by packets, and the whole of the letters from the iron districts in South Wales, and you also give a facility to Liverpool to post letters half an hour later for Newcastle than they could do by the direct mail from Liverpool, in order to be carried for the same delivery in Newcastle?—Yes, that is so.

1441. The box closes at Liverpool, for the direct Liverpool mail, in the evening half

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half an hour later than the mail which departs for Crewe and Tamworth, and by that opportunity letters can be forwarded from Liverpool to Newcastle half an hour later in the evening than they can by the direct route?—(Mr. *Page.*) The cross mail starts about half an hour earlier than the direct mail.—(Mr. *Hill.*) There is a cross mail, and a direct mail half an hour later; the letters are sent round, as you describe, by Tamworth, the arrangement being made with the view of including such letters as have been posted in that half hour.

1442. Then the mail from Tamworth to Derby, northward, furnishes the whole of the manufacturing districts of Yorkshire, the whole of the mining districts of Durham, the whole eastern part of Yorkshire, including Hull and Newcastle-upon-Tyne, and the surrounding towns, and the whole country up to Edinburgh, with all the letters which come from all the various places to which I have adverted?—It does.

1443. Is it your opinion that these two parts of the country, the first districts to which I have referred as accumulating their letters at Tamworth, the second class as being served by that accumulation, constitute two of the most important classes of district for trade, mining, and shipping in the country?—Undoubtedly.

1444. Suppose you were to take away the mail which now runs from Tamworth to Derby, what other means would be open to you to convey the whole of the letters of all the districts to which I have referred in the North of England?—In that case they must wait; they would perhaps come up to London and go on by the next mail; or some analogous arrangement must be made.

1445. Or they might proceed to Manchester or Liverpool?—They might proceed to Manchester and Liverpool, and take the next train across direct to Normanton, which would involve a delay.

1446. If they were to proceed to any other point on the line, either north of Tamworth or south of Tamworth, would they not be too late for that night's mail?—Certainly. Under existing arrangements, the only mode is that which has been appointed for the mails to meet at Tamworth: in the contemplated arrangements some modification is proposed.

1447. When you speak of "contemplated arrangements," you refer to the acceleration of the time of the mails which is alluded to in your paper?—Yes.

1448. Will you state to the Committee what the nature of the arrangements is by which that acceleration is hoped to be obtained?—Owing to the maintenance hitherto of the Tamworth junction, the mails between London and Tamworth in either direction have not been accelerated to the same extent as the mails over other parts of the line. We now propose to accelerate those mails; and that alone, of course, would cause an earlier arrival of the mails going northward to Carlisle, and Glasgow and Edinburgh; but in addition to that we are endeavouring to make an arrangement with the companies concerned for a speed beyond that which we are entitled to claim under the law, and which would cause a still further acceleration in the arrival at Glasgow and Edinburgh. This negotiation is not yet completed, and therefore I cannot speak with confidence as to the result; the principal point which is not yet settled is this: In order to secure regularity and punctuality, the Postmaster-general proposed to the companies that they should be limited as to the number of carriages in each train; they declined acceding to that arrangement, but as we understood, intimated an opinion that the better way would be for the Post-office to have a train exclusively for the mails. At that time the Postmaster-general was not inclined to incur the unavoidable expense of such an arrangement, but subsequent consideration of the matter induced him to think he should best serve the public by meeting the expense on that line, which is an exceedingly important one, of trains carrying the mail and nothing else; and we then applied to the companies to know whether they were willing to give us such trains, the Postmaster-general consenting, of course, to refer the question of compensation to arbitration in the usual manner; the companies declined acceding to that proposition, but rested their refusal on an opinion that the speed which had been incidentally mentioned in our offer of 40 miles, including stoppages, was higher than they could run; we then again wrote to them to know whether they would consent to such a speed as the Board of Trade might consider safe and practical, still confining the train to the mail. To the offer so modified, we have not as yet received a reply; and matters, therefore, remain in that position.

1449. Are

1449. Are you speaking of the North Western Company?—I am speaking of all the companies working the line between London and Edinburgh and Glasgow.

1450. Any acceleration you got upon that line, would affect the whole North country mails as far as Tamworth?—Yes; the Committee will see that any acceleration between London and Tamworth, as pointed out by the Honourable Member, affects the letters going over the Midland line to Newcastle and so on, and when speaking of an acceleration upon the Midland line, at least a part of that acceleration is so obtained.

1451. In that case, you would arrive at Tamworth earlier than you do now?—Yes.

1452. And much too early for the Irish and North mails which you at present pick up at Tamworth?—Yes.

1453. How do you propose to remedy that?—The arrangement we propose is still to retain the Tamworth junction with respect to this West of England mail, which will be somewhat accelerated, so as to bring it up in time; but it will be quite impossible to bring the Irish letters to Tamworth in time to go on; it is therefore a part of the plan that the Irish letters, instead of coming from Crewe to Tamworth, shall be carried right across the country from Crewe, passing near to Manchester (not by it), to Normanton, there to fall in with the London mail for Newcastle and the North-eastern part of England; and a similar arrangement would be made for the North mails.

1454. The alteration will be so far as regards all letters north of Tamworth, which are now carried by the Midland mail; you will use the line from Crewe, arriving, of course, earlier at Crewe, and falling into the Midland line at Normanton?—Yes, as regards nearly all the letters; not quite all; all the letters north of Crewe, I mean.

1455. Mr. *Liddell.*] Would the Liverpool letters go that way?—Yes.

1456. Mr. *Wilson.*] That is, the additional Liverpool letters would go that way?—Yes.

1457. Do you mean that the Liverpool letters go by mail direct through Manchester?—Yes, a great part of them.

1458. Then by the plan you now propose, of accelerating the mails in that way, you disturb no existing accommodation to any one place?—I believe there is none in the slightest degree disturbed; certainly no material disturbance.

1459. So far as the West of England is concerned, you are enabled to accelerate them by the earlier departure from Falmouth and Bristol?—We do not disturb that at all; we disturb no arrangements west of Bristol; we do not even disturb the arrangements at Bristol; therefore, of course, none west of Bristol; but it is accomplished by an acceleration in the speed between Bristol and Tamworth.

1460. Which speed at present is not of that high character that all acceleration would be difficult?—No; we have the consent of the Midland Company to the arrangement; we have always found the Midland Company very desirous to meet our wishes in all these matters, and they concur in the proposition we made to them upon the subject.

1461. By that acceleration how much would you gain in the arrival of the mail at Newcastle?—There are two accelerations contemplated; there is one to which we consider the companies have assented; there is a still further acceleration which we wish to effect, to which the companies have not as yet assented.

1462. I speak of the acceleration which falls in with the plan of taking the Irish letters from Crewe to Normanton?—That is common to both plans.

1463. Which acceleration have you arranged for?—The acceleration to which the companies have assented would bring the letters to Newcastle at seven minutes after six in the morning, instead of seven o'clock, as now; if the companies should concur in the arrangements which we have in view, then they would arrive at 27 minutes after five. I should mention, with regard to the first arrangement, that we have only, I believe, obtained the assent of the North-western and Midland Companies; we do not propose any acceleration north of Normanton.

1464. Does this acceleration to which you have adverted involve any increased speed upon the portion of line from Normanton to Newcastle?—I can speak confidently that it does not.

1465. Calculating the same speed which you have now between Normanton and Newcastle, over the York and North Midland line, and the York, Newcastle and Berwick line, you propose an earlier arrival at Newcastle by 53 minutes, or

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the difference between 6 h. 7 m. and seven o'clock?—Yes; our speed remaining as it was north of Normanton; by an acceleration south of that place we propose to effect the arrival at Newcastle, as you say, at 6 h. 7 m.

1466. By the acceleration and different arrangements?—Yes.

1467. Now, by that means, you furnish the whole of the Yorkshire districts, and the whole of the North of England, with the arrival of all the letters, which they receive now at seven o'clock, at 6 h. 7 m.?—We do.

1468. It involves all the convenience which the existing arrangements involve?—It does.

1469. Your attention has been called to the opinions which have been expressed with regard to the greater facilities of conveying this mail over the Direct Northern?—Yes.

1470. Supposing the London mail were to go from Newcastle by the Direct Northern, it would necessarily involve an entirely new arrangement with regard to the whole of the letters, which all fall in at Tamworth, as well as of those which will fall in at Normanton?—Certainly, it would.

1471. Are there any important districts of the country by which a very material advantage would be obtained in lieu of that disadvantage?—No; to Newcastle itself our arrival at six in the morning is just as good as an arrival at four in the morning, or at any other hour. Places north of Newcastle, under the proposed arrangement, would get their London letters earlier than they could otherwise obtain them, unquestionably; but they would have to go without all the other letters.

1472. Are there any intermediate portions of the country that would fit that line, the importance of which would, in any degree, make up for the disadvantage of losing the portion of letters which are supplied at the Tamworth junction?—Certainly not; the compensation would be very slight; any one who is acquainted with the two lines of railway, the Midland and the Great Northern, must be aware that the Midland railway serves a much larger and more active population than the Great Northern.

1473. There has been a great deal said before this Committee with regard to the importance of the east of England, Norfolk, and Suffolk, and the east coast, and with regard to the importance of a communication between that part of England and Newcastle-upon-Tyne; can you give the Committee any information as to the extent or number of the letters between Newcastle and those eastern counties?—We have taken steps to ascertain the amount of the eastern counties; we selected 32 of the principal towns, and obtained from those a statement of the letters sent to Newcastle-upon-Tyne; the return is not quite complete, but still the letters not included in it cannot be numerous, and the aggregate of the correspondence of the 32 towns is only 1,300 letters a week.

1474. Out of what total number?—Out of the weekly number of letters delivered at Newcastle-on-Tyne, which is nearly 65,000.

1475. Mr. *Liddell.*] That is the whole correspondence?—The whole of the correspondence.

1476. Mr. *Wilson.*] I understand your answer to be this: that you have selected 32 of the chief towns which would contribute letters, or be served by the Direct Northern to Newcastle, and from those 32 towns you found that in one week the aggregate number of letters posted to Newcastle is about 1,300; the aggregate number of letters delivered from the Newcastle post-office being altogether, in a week, 65,000?—Exactly.

1477. Your general calculation is, that the letters are about equal both ways?—Yes; we generally find that the case. I should say that the 65,000 letters include all the letters delivered in Newcastle, even those posted in Newcastle for delivery in Newcastle; and on the other hand the correspondence of those 32 towns includes not only the letters posted in those towns, but the letters posted in all the sub-offices for Newcastle; it really sweeps the country.

1478. In taking 32 principal towns, you include in that necessarily the whole of the surrounding country to which those particular towns are local centres?—Yes.

1479. Will you have the goodness to put in a list of the towns, in order that the Committee may see to what towns the calculation refers?—They are as follows: Louth, Boston, Spilsby, Lynn, Wisbeach, March, Cambridge, Huntingdon, Ely, Newmarket, St. Ives, Brandon, Thetford, Yarmouth, Norwich, Lowestoft, Wells, Holbeach, Stamford, Bourne, Market-Deeping, St. Neot's, Biggleswade,

wade, Hitchin, Stevenage, Royston, Arrington, Hertford, Folkingham, Sleaford, Hatfield, Welwyn.

1480. Is Hull included in that?—No, it is not; because Hull has now a communication of its own; Hull has a direct communication already with Newcastle.

1481. Hull would not be affected in its existing communication by a change of that kind?—The letters from Hull would arrive somewhat earlier, not otherwise.

1482. Taking the London letters as common to both lines, the 1,300 letters to which you have adverted may be taken as peculiar to the Direct Northern, and not belonging to the other line?—Yes.

Mr. *Page*.—The towns selected were the principal towns, the letters for which, from Newcastle, would be benefited by using the Great Northern; I merely selected them by looking at the map. I selected generally those principal towns, the letters for which would arrive at their destination from Newcastle quicker by the Great Northern than by the existing route; I included letters for Louth, Boston, and that district. The whole of that portion of the Eastern Counties which would be benefited by that arrangement.

1483. (To Mr. *Hill*.) The acceleration which would be obtained in Newcastle by the use of the Great Northern, would furnish a certain advantage to that extent to those places?—It would.

1484. But at the cost of a delay to the whole of the West of England letters, the whole of the foreign letters arriving at Falmouth, or any post which comes by the West of England route, the whole of the Irish letters, the whole of the South of Yorkshire, Sheffield, Derbyshire, and that part of the country, which are at present served by the other line?—It is so; at the same time I should mention to the Committee, as regards the Falmouth packets, that the letters brought by the Falmouth packets are not distributed from Falmouth, but from London; I think the Brazil packet comes to Falmouth.

1485. The mails of transient ships landed at Falmouth, or any port on the extreme western coast of England, would be sent to the Post-office, and from thence would find their way through the country?—Yes; very few packets arrive at Falmouth now.

1486. Are there not a great number of transient ships which land their ship-letters at the first port at which they touch?—Certainly.

1487. Then the only way in which that could be remedied would be by either losing a whole day in the arrival of all that important description of letters in Newcastle and the neighbourhood, or by continuing in reality the existing mail as well as the direct mail by the Great Northern line?—We must continue the existing mail, and if that alone will not suffice we must double our mails.

1488. Of course your existing mail must be continued as far as Normanton to serve Leeds?—Yes, and other midland towns.

1489. But then it must go on from Normanton to Newcastle, the same as it does now, pursuing the direct Northern mail with half an hour or an hour's interval, as the case might be?—Yes; that is to say, we must have double mails all the way from London to Edinburgh, one passing over the Midland line as at present, and another over the Great Northern line.

1490. In reality, it would be only double from Normanton; at any rate, you would have to take the Leeds mail from Normanton?—There would be one mail over the Midland route, running to Edinburgh, and another mail over the Great Northern route. On the same line they would be double only from the junction point at Knottingley.

1491. You are not able to suggest to the Committee any plan by which one of these two things could be avoided, either that the whole of that correspondence which is at present supplied from Tamworth, or the part supplied from the Normanton Junction, should be delayed for a day or a half-a-day, or as an alternative that you must put on another mail, to run an hour or half-an hour after the same train to convey those letters to the north, all the way to Edinburgh?—We have not succeeded at the Post-office in devising any other alternative, although we have given great attention to the subject.

1492. Is not that the real question of difficulty, with regard to the employment of the Great Northern line?—It is; and the Committee will allow me to point out that even if we had these double mails we should not escape a great deal of inconvenience. Double mails upon the main line, unless you had double mails

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upon all the branch lines, would not accomplish the object; and even if you had double mails upon the branches, unless you doubled the letter-carriers to deliver the letters at the several places, it would be comparatively useless.

1493. Take Sunderland, which is an important seaport town; the people of Sunderland might receive London letters an hour earlier than they do, by the Direct Northern, but they must be deprived of all this correspondence unless there is another branch mail to Sunderland, and to all the important manufacturing villages around?—Yes.

1494. And then there must be an additional delivery for the fresh arrival, or it would be comparatively useless?—All the rural messengers, who are exceedingly numerous, must be doubled; otherwise the public would have to submit to the inconvenience which has been described.

1495. With respect to the proposed arrangements for accelerating the mails shown in Table No. 11, column 3, are the arrangements by which you propose to attain that acceleration such as you have fair confidence will be maintained with tolerable punctuality?—I think they will be as well maintained as any arrangements can be maintained even if the railway companies should decline to consent to a limitation of the trains; but I think it is very desirable the companies should consent to limit the number of carriages.

1496. You would have a margin of 53 minutes more than you have now in your intended arrival at Newcastle, as compared with your present arrival, and you might fairly assume a punctual arrival, at all events, at seven o'clock, there being a margin of 53 minutes for irregularities?—Yes.

1497. For all practical purposes, would an arrival at seven in the morning in Newcastle, and at an earlier period south of Newcastle, be sufficient to allow of a delivery at nine or ten o'clock, the ordinary hours of the commencement of business?—There would be no difficulty in delivering by nine or ten o'clock letters which arrive at the latest at seven.

1498. Therefore the new proposal of arriving at seven minutes past six would give you a large margin for irregularity, the moral certainty of the distribution of letters as far off as Newcastle at the hour of business?—I should say a delivery commenced at eight might be completed by 10.

1499. If the mail is punctual to 6.7 as is proposed, the delivery might commence at seven o'clock, and be finished by nine o'clock?—Yes; in conversation with the surveyor of the district, he told me that he thought the Newcastle people would not like to have their letters so early as seven o'clock; that half-past seven was quite early enough.

1500. The places of business would not be open?—No, he thinks not. He said, "We arrange the delivery so as to send the letter-carriers to the important places of business first."

1501. Then the only advantage which could be derived from the early arrival you propose at 6.7, or even seven punctually, would be by places intermediate between Newcastle and Edinburgh?—Yes, and places off the line. The rural posts under Newcastle, for instance, would gain something by the earlier arrival.

1502. You mean the villages to which the letters are distributed from Newcastle?—Yes.

1503. And every point beyond Newcastle?—Yes, that includes all.

1504. Newcastle, and everything south of Newcastle, would have all the advantages by the plan which you propose now, which could be derived from any acceleration, whatever it might be?—We think they would not only have all the advantage, but much more, inasmuch as they would get all their letters, instead of a part, early.

1505. Apart from that consideration altogether?—Apart from that consideration altogether, I should say that an arrival at about six o'clock in the morning would afford to Newcastle, and all places south of Newcastle, every possible convenience.

1506. *Chairman.*] You have given an answer to what Captain O'Brien said with regard to the detention of the mails at Tamworth; have you any statement to give to the Committee of the actual delay which has occurred on the starting of the North mail from Tamworth other than is now before the Committee for the month of November?—We can prepare a statement.

1507. Are the Committee to understand you to deny that the mails have been delayed in their starting northwards from Tamworth?—No, I cannot. All that I can

I can say is, that there has been no arrangement, such as Captain O'Brien describes, to cause delay. I cannot say that the company may not have delayed the train for some reason—occasionally there may have been some little detention at Tamworth on the part of the Post-office.

1508. Has the attention of the Post-office been called either by the Railway Companies or the public to any detention at Tamworth?—The public no doubt is accustomed to account for the delay of the trains, by supposing that they are detained at Tamworth, and the public has unquestionably complained, and I must admit with some justice, that they are not getting their letters, owing to the arrangement at Tamworth, but, as I point out, that does not lead to the detention of the train.

1509. Have the Post-office authorities had occasion to call the attention of the Railway Company to any detention that has occurred at Tamworth?—I have no recollection of such an instance. Perhaps I may be allowed to explain that there is a distinct department in our office for managing the mails, and the secretaries are not aware of all the steps which are taken in that department; it is only when things have got into a very bad state that they are brought before the secretaries to be dealt with.

1510. A charge has been made by the President of the Chamber of Commerce of Newcastle, and also by the Lord Provost of Edinburgh, that the inconvenience to which they are subjected in the delivery of their letters is attributable to the delay which occurs at Tamworth; I wish to ascertain from you, what to the best of your knowledge is the state of the case; has there been any irregularity in the departure of the train from Tamworth northward?—As I said before, I cannot speak from actual knowledge of the fact; I can only say that there is nothing in the Post-office arrangements to require such delay; but I will ascertain whether there has been delay from any other cause; there is no doubt that there has been irregularity in the departure.

1511. You state that by the new mode by which you intend to conduct the correspondence between the West, Ireland, and the North, it is by an acceleration of the trains, and that the Irish trains are to go by Crewe direct to Normanton; what is the time that you allow for the transmission from Crewe to Normanton?—Two hours and 17 minutes appears to be the time.

1512. (To Mr. *Page*.) At what period will that bring the mail to Normanton?—At 2.32 in the morning.

1513. At what time is it proposed that the London mail should arrive at Normanton?—Five minutes afterwards; 2.37.

1514. At what pace is it proposed that the mail should go from Crewe to Normanton?—Allowing 2 hours 17 minutes, would make a running speed of $28\frac{9}{10}$ths miles an hour.—(Mr. *Hill*.) We do not want any stop; the running speed would be about 29 miles an hour.

1515. Why is so low a speed as 29 miles adopted on that line?—Because it is sufficient. Of course a high speed is always costly, and therefore we do not require high speeds even when we are empowered to do so, unless there is a reason for it. Without examination, I cannot say that we should be empowered to demand a higher speed; I think we are not entitled to a higher speed. I believe that is the utmost we are entitled to demand.

1516. Mr. *Herbert*.] Upon what line of railway?—The Lancashire and Yorkshire. I dare say if we wanted a higher speed we might get it, but we should have to pay for it.

1517. *Chairman*.] What is the speed proposed to be taken upon the Midland line to meet those arrangements from Bristol?—I think it is a running speed of 38 miles an hour.

1518. That speed will be confined to the Midland line alone?—I believe the understanding is this, that we are to have a speed of 38 miles an hour, including one stop on the average in about 40 miles, so that the running speed would not be higher than 41·267 miles an hour.

1519. It is the highest speed at which they conduct their own trains?—It is higher than that; it has been a matter of negotiation; we said, "Give us the highest speed you can accomplish with regularity," and they say, "The highest speed is so and so." It is beyond our power to require more—upon some portions of the line at least.

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1520. Do you believe that this proposed acceleration of speed can be accomplished by the present system of trains?—The railway companies assure us that they will take such measures as will secure punctuality, but I must admit that I would much rather they would consent to the limitation in the size of the train; we are quite willing to pay them for the limitation.

1521. You have expressed your opinion that the irregularities which have taken place up to the present time are attributable to the number of carriages in the mail trains?—Yes.

1522. Will not that difficulty be increased when the acceleration takes place?—If the trains continue of equal length; but the companies assure us in general terms, that they will take measures to secure punctuality; we would rather have those measures specified, but we have not been able to succeed in obtaining any specification.

1523. Supposing it should appear upon further investigation of the matter that this acceleration of speed cannot be accomplished under the psesent system of trains, and that it should be necessary to have recourse to express trains for the Post-office service, can you give the Committee any statement of the expense of such a system of mail conveyance?—No, it is altogether in the breast of the umpire; we are willing to leave that to the decision of an umpire. We think it is advisable that the Legislature should empower the Postmaster-general to require such trains, and that the Legislature might at all events lay down the principle of assessing the payment. Perhaps there would be no great difficulty in saying a certain mileage rate; but at present the law does not empower the Postmaster-general to require that the train shall be limited.

1524. Would you recommend that for the purpose of obtaining this acceleration of speed, if possible, a system of express trains should be adopted?—Certainly I would; I think it would conduce greatly to the well working of the Post-office system if the Postmaster-general were empowered to require a train exclusively for mail purposes running at the highest speed that is practicable, and that he should pay for that speed and for the restriction.

1525. You think that looking to the general rate of awards which have been given in Post-office cases, that the Postmaster-general would be justified in running the risk of awards, which would be given for express trains for so great an object?—The risk would be very great, and perhaps he hardly would be justified; I think another system of proceeding should, if possible, be adopted under such circumstances.

1526. Will you state to the Committee what other system you would suggest?—The system I would suggest is this, that the Legislature in giving the Postmaster-general that power, should lay it down as a principle that the railway company shall be paid a certain multiple of the bare cost of running the train; I mean the bare additional cost, irrespective of the interest of capital expended on the road, and so on, and that it should be referred to practical engineers to determine what that bare cost is.

1527. I understand you to say this, that you would first ascertain what is the absolute price of an express train, and then you would enable the Postmaster-general to give a multiple of that price for the service?—Yes, the Legislature, I think, should say what that multiple should be; the actual price, I think, must be ascertained with reference to the particular service required, because, as you are well aware, the cost of working a train is greater upon one line than another. If the Legislature saw no objection to get rid of arbitration altogether, they might fix a price at which the Postmaster-general, if he chose, should be entitled to require an express train upon any line. I believe that would be better than anything else. If the Legislature is not willing to do that, I think the next best arrangement would be, that the Postmaster-general, if he choose, shall be entitled to require that a train shall be run, carrying mails only, at such a speed as the parties may agree upon, or in the event of their not agreeing, such a speed as the Board of Trade may pronounce to be safe and practicable, and that the mode of compensation shall be this: that it shall be referred to the decision of some eminent practical engineer (and the mode of selection might be prescribed, as, for instance, I think that we should be perfectly safe if it were left to the President of the Institution of Civil Engineers, to select Mr. Stephenson, Sir William Cubitt, Mr. Brunel, or any other eminent engineer of practical experience), to say what, in his opinion, is the bare additional cost of running the train; the Legislature determining

determining whether we shall pay double, or even treble, or whatever they think fit.

1528. Mr. *Divett.*] In stating that it was your desire to have a limitation as to the number of carriages which the railway company should run with the mail-train, did you express that wish under the belief that it is not always possible, under the varying requirements of the business of a railway, for the company to limit themselves, if they are not limited actually by agreement?—That is my view of the matter. I think the limitation would not only be convenient to the department as the means of securing punctuality, but likewise convenient to the companies, because at present the companies, if a throng of passengers were to come at the last moment, would have a difficulty in refusing to take them; practically, they must be taken. If the Legislature were to impose such a limit, or if the agreements with the Post-office were to impose it, they would then have no difficulty.

1529. That you should run such carriages upon the principle suggested by the gentleman from Edinburgh?—Yes, by Mr. MacLaren.

1530. When you say that the Postmaster-general would not be justified in demanding an express train, and deciding the expense by arbitration, according to the present state of the law, do you mean because he would subject himself to some extravagant claim, or simply that the law does not permit him to do so as it stands now?—The law does not permit him, nor would it perhaps be safe or prudent if the law did permit him. I think there is a great deal of misapprehension as to the bare cost of running a train.

1531. Captain O'Brien in his evidence stated roundly his opinion, that the pace of 40 miles an hour might be acquired?—Yes.

1532. Did you state that, upon applying to those companies, the answers which you received from those companies quite negatived that assumption of Captain O'Brien's?—No, not so, because the question was not at all raised; we proposed to the company to work the trains in a given time, and to that they assented; at the same time they spoke of the difficulties, but they were willing to make the effort.

1533. And that speed, as I understand you, was not to exceed 40 miles an hour?—We are speaking of different companies; that was not Captain O'Brien's company, but the North-western Company. We proposed to them to send a train without any passenger-carriages at all, and it was incidentally mentioned that we thought they would be able to accomplish a speed of 40 miles an hour; that was including one stop in the hour; this offer they declined.

1534. Mr. *Philipps.*] You have given the Committee the number of letters posted at the 32 towns connected with the Great Northern Railway; can you give the number of letters posted for Newcastle in London?—I am not aware that we can.—(Mr. *Page.*) We cannot give it without keeping an account.—(Mr. *Hill.*) The Committee will see that we cannot keep accounts of this kind as a general thing; they would delay the progress of the mails. We could take an account for a week.

1535. Mr. *Liddell.*] You have stated that by the proposed accelerated system for the correspondence to Newcastle, you have every reason for expecting that it will be as well maintained as now; but it is alleged that all the previous accelerations have only been attended with irregularity; if the new system be only as well maintained as the present, do you think we shall be satisfied?—The Committee, of course, will consider what is the practical alternative; the practical alternative is to put the trains upon the Great Northern line, and I am not aware of any reason to suppose that greater punctuality can be secured on the Great Northern line than upon any other.

1536. Has your attention been called to Questions 65, 66, 67, and 68, in which Captain O'Brien suggested certain radii of centralisation of letters upon the Great Northern line?—I have studied his evidence very carefully, with the hope of understanding it, but I am afraid I have not yet mastered his plan.

Lunæ, 22° *die Maii*, 1854.

MEMBERS PRESENT.

Mr. Wilson Patten.	Mr. Blackett.
Mr. Philipps.	Mr. Henry Herbert.
Mr. Egerton.	Mr. Milner.
Mr. James Macgregor.	Mr. Hamilton.
Mr. Deedes.	Mr. Fortescue.
Mr. Ball.	Mr. Alexander Hastie.
Mr. Wilson.	Mr. Horsfall.
Mr. Liddell.	Mr. Cowan.

JOHN WILSON PATTEN, Esq., IN THE CHAIR.

Rowland Hill, Esq., called in; and further Examined.

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1537. *Chairman.*] YOU stated that you would furnish the Committee with a return of the delays that have taken place at Tamworth; have you been able to do that?—Yes.

[*The same was handed in as follows:*]

DOWN NIGHT MAIL.

Date 1853.	Arrival at Tamworth from Bristol.	Despatch from Tamworth to Derby.	Late.	Arrival at Derby from Tamworth.	Late.	Arrival at Derby from Rugby.	Late.	Despatch from Derby to York.	Late.	Arrival at York.	Late.
			M.		M.		M.		M.		M.
Proper times	12·5	1·5	- -	1·50	- -	1·40	- -	2·0	- -	4·35	—
Nov. 1	12·0	1·15	10	2·0	10	1·47	7	2·15	15	5·0	25
,, 2	12·5	1·15	10	2·0	10	1·48	8	2·12	12	4·50	15
,, 3	12·35	1·10	6	1·59	9	2·0	20	2·20	20	9·3	4·28
,, 4	12·20	1·15	10	2·5	15	1·37	—3	2·20	20	5·10	35
,, 5	12·5	1·28	23	2·15	25	1·53	13	2·30	30	5·17	42
,, 6	12·15	1·17	12	2·4	14	1·38	—2	2·14	14	5·5	30
,, 7	12·5	1·15	10	2·0	10	1·36	—4	2·15	15	4·50	15
,, 8	12·14	1·18	13	2·17	27	1·48	8	2·27	27	5·15	40
,, 9	12·0	1·5	0	1·49	—1	1·47	7	2·7	7	4·56	21
,, 10	12·0	1·8	3	1·55	5	1·51	11	2·10	10	5·12	37
,, 11	12·18	1·10	5	1·55	5	1·44	4	2·13	13	5·9	34
,, 12	12·10	1·15	10	2·1	11	2·5	25	2·29	29	5·18	43
,, 13	12·1	1·5	0	1·55	5	1·55	15	2·15	15	5·15	40
,, 14	12·5	1·8	3	1·54	4	1·38	—2	2·2	2	4·36	1
,, 15	12·5	1·16	11	2·11	21	2·8	28	2·35	35	5·30	55
,, 16	12·15	1·13	8	2·11	21	2·3	23	2·20	20	5·15	40
,, 17	12·5	1·5	0	1·50	0	2·2	22	2·25	25	6·5	1·30
,, 18	12·5	1·5	0	1·53	3	1·45	5	2·10	10	5·20	45
,, 19	12·5	1·20	15	2·10	20	1·51	11	2·25	25	5·20	45
,, 20	12·5	1·5	0	1·50	0	1·45	5	2·9	9	4·55	20
,, 21	12·0	1·5	0	1·51	1	1·38	—2	2·1	1	4·40	5
,, 22	12·12	1·25	20	2·15	25	1·56	16	2·30	30	5·50	1·15
,, 23	12·5	1·20	15	2·15	25	2·25	45	2·45	45	6·13	1·38
,, 24	12·5	1·15	10	2·3	13	2·40	60	2·57	57	5·43	1·8
,, 25	12·5	1·22	17	2·13	23	1·45	5	2·28	28	5·5	30
,, 26	12·5	1·35	30	2·20	30	2·3	23	2·33	33	5·36	1·1
,, 27	12·5	1·15	10	2·8	18	2·0	20	2·25	25	5·23	48
,, 28	12·5	1·6	1	1·50	0	1·38	—2	2·3	3	4·40	5
,, 29	12·6	1·15	10	2·0	10	1·44	4	2·10	10	5·1	26
,, 30	12·5	1·10	5	1·57	7	1·39	—1	2·13	13	4·56	21

1538. Mr. *Milner*.] You stated, in answer almost to the last question in your examination on Friday, that you had no reason to suppose that greater punctuality could be secured upon the Great Northern line than upon any other line?—Yes, I believe that is in substance what I said.

1539. Do you not know that in the month of November, when the mail reaching Newcastle at seven in the morning was upon an average 46½ minutes late, the Great Northern day mail was only five minutes behind its time?—No; on the contrary, our accounts show a very great amount of irregularity in the day mail by the Great Northern line.

1540. Were not these papers, which I hold in my hand, put in by the General Post Office?—Yes, these papers were put in by the office.

1541. I find upon examination of these accounts that that is the average in the month of November; it is an account of the arrival of the day mail at Newcastle, and the night mail by Derby; I think, at 4.55 the day mail is now due at Newcastle; the time was five o'clock, I think, during the month of November?—I have not examined the account for November, but I have it before me. I find a greater amount of irregularity than the Honourable Member does.

1542. The mail does not travel on the Sunday?—I understood you to say that there was no instance in which the lateness exceeded five minutes.

1543. No, the average lateness for a month; I did not take into that the accident that occurred. I think the day mail professes to do this journey in 7 hours and 25 minutes against 10 hours, which is taken at present by the London and Newcastle mail by Rugby and Derby?—The time upon the Great Northern is of course less, because the distance is less by 30 miles.

1544. The time from London to Newcastle, taken by the Great Northern, according to the time bills, is 2 hours and 35 minutes quicker than on the other?—The Committee will see that there is no motive now for forcing on the day mail by the Midland line.

1545. Of course the returns of the night fast-train on the Great Northern not being here, I cannot take the time as given by the company's bills, and also the actual times of the night mail; therefore I take the day express mail, which is timed about the same as the night mail?—No, it is a much higher speed.

1546. One goes in 11½ hours, and the other takes 12 hours and 25 minutes, which is one hour faster?—I understood the Honourable Member to compare the day mail over the Great Northern with the night mail over the Midland line.

1547. Yes?—And I understood the Honourable Member to say that the difference of time between the two was about two hours.

1548. Yes; and 35 minutes?—That shows that the speed over the Great Northern line is greater than over the Midland line, because the difference of the distance is not more than about 30 miles, which does not account for the difference of time, amounting to upwards of two hours.

1549. Mr. *Egerton*.] Therefore that shows that the one line is better than the other to send the mails by, does it not?—I do not see that that follows at all.

1550. Mr. *Milner*.] It shows that there are not the same difficulties on the one that there are on the other?—I think I have a comparison which would be satisfactory to the Committee, for it occurred to me since I was here last, that it would be very desirable to bring the two into comparison, and I have compared the down night mail by way of the Midland line with the down day mail by way of the Great Northern line; but I have taken the comparison for the month of April, and for this reason: that in the month of November, as we all admit, the mails were exceedingly irregular, public attention was drawn to the subject, and a great effort has been made by the companies to reduce the irregularity, and therefore, I think, the comparison for a recent month will be more satisfactory to the Committee than a comparison for a month so far back as November. I have here a return, which, with the permission of the Committee, I will put in, headed, "Return showing the average lateness in the arrival at York" (I have taken it to York, because the distance between York and Newcastle is common to both lines) "of the down night mail *viâ* the Midland Railway, and of the down day mail *viâ* the Great Northern, during the month of April 1854."

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	Distance from London.	Average Time Lost, during April 1854.
Down Night Mail (*viâ* Midland) - - - -	220	$16\frac{3}{5}$
Down Day Mail (*viâ* Great Northern) - - -	$190\frac{1}{2}$	$15\frac{6}{25}$

The down night mail was late 22 times out of 30, to an extent varying from 11 to 54 minutes; the average lateness on the eight other days being $2\frac{1}{2}$ minutes. The down day mail was late 17 times out of 23,* to an extent varying from 10 to 42 minutes; the average lateness on the six other days being $5\frac{3}{4}$ minutes.

It must be remembered in this comparison that the down day mail runs in broad daylight.

19 May 1854. *W. T. Wedderburn.*

* The down day mail did not run on Sundays, Good Friday, or on the Fast Day.

It will be seen, therefore, that, taking the distance into account, the regularity in the month of April was greater by the Midland route than by the Great Northern.

1551. Mr. *Liddell.*] The Committee was sitting at that time, was it not?—The Committee was not sitting in April. It was known in April that the Committee would sit, but I presume that would apply to the one railway as well as to the other. It was well known that the two were to be pitted one against the other. Perhaps for that reason it is a fairer comparison, independently of the circumstance of its being more recent, because it shows what the two lines can do.

1552. Mr. *Milner.*] Now I will take the first month of the bad weather in last December 1853. I find that in the month of December 1853, the day mail, as far as we can get it to Newcastle, was 20 minutes late?—The average, I presume, was that.

1553. And I think the average lateness of the London night mail by Rugby and Derby was an hour and about three minutes; would not that show that, in bad weather, greater punctuality can be kept upon the Great Northern than upon the other line, where so many junctions take place?—No, I cannot concur in that conclusion; because the comparison, the Committee will notice, is not at York but at Newcastle. Now the whole of this irregularity, for aught we know to the contrary, may have arisen north of York.

1554. Do you know at all whether that is the case?—I cannot say whether it is or not; I only say that the conclusion does not follow from the Honourable Member's proposition.

1555. In the first paragraph of your memorandum, you say "It is intended that the London mails for Glasgow and Edinburgh, and the North generally, should be forwarded by the Great Northern Railway." Have you had any requisition made to the Post-office that letters for Glasgow should be carried by the Great Northern Railway?—I do not think we have; but in the debate which led to the appointment of this Committee, it was urged that the correspondence of Glasgow should be carried by the Great Northern, and that was the reason that the comparison was extended to Glasgow.

1556. Mr. *Liddell.*] Can you state who moved that in the debate?—No, I was not present at the debate, and therefore I can only judge from the reports; unless the Honourable Member was misrepresented, it was the Honourable Member for North Northumberland.

1557. But it was a misrepresentation of my speech?—The Honourable Member is no doubt correct; but even if attention had not been drawn to Glasgow, considering the great importance of Glasgow, it was right to show how Glasgow would be affected by the proposed arrangements. Glasgow has the largest correspondence of any city in Scotland. I mention that, because, judging from the evidence given before the Committee, a contrary impression prevails. The correspondence of Glasgow is far larger than that of Edinburgh.

1558. Mr. *Milner.*] Would it not be a great advantage to the whole of the Eastern Counties, as well as to all the towns on the Great Northern line, that their communication

communication with the North of Scotland should be accelerated to the extent of several hours?—Unquestionably it would.

1559. Supposing the present train, that runs now at a quarter past nine from London, and arrives at Edinburgh at half-past nine in the morning; could not this be done by running a train from Edinburgh immediately upon the arrival of the Great Northern, which could reach the Green Hill junction in time to meet the London mail by Carlisle, arriving at five minutes past 11 in the morning from London?—I think it very probable; but I have not examined to see whether it could or not.

1560. And the same arrangement would also fit in, would it not, by running a train from the Green Hill junction upon the arrival of the train from the North of Scotland, which would reach Edinburgh in time for the Great Northern train to the south?—Unquestionably; but the Committee will bear in mind, that to effect either of these arrangements, the trains by the western route must be run at a slower speed than the train on the eastward route; because the distance to Green Hill by the eastern route is considerably greater, even though the Great Northern line be used, than the distance by the western route.

1561. Is it 12 miles?—Yes; that is my estimate.

1562. I am supposing, that as a greater speed is now run upon the Great Northern, as compared with the other line, so the difference of 12 miles would be made up on the Great Northern, as it is at present, by the train arriving at 9.36 in the morning from London?—I am not aware that a greater speed is maintained on the Great Northern than upon the western route, if you compare mail train with mail train, or trains not carrying mails with trains not carrying mails, upon both lines. It is unfair, I submit, to compare a train carrying mails on the western route with a train not carrying mails upon the eastern route; because for Post-office purposes there must be frequent stops, and at certain places long stops, in order to effect the necessary exchange of bags.

1563. Are you not aware that the train which leaves London at a quarter past nine on the Great Northern is not an express train, and makes other stoppages than those which are made by the day express mail train from London to Newcastle?—I think the Honourable Member should compare the two swiftest trains carrying the mails and the two swiftest not carrying the mails. There is a train, if I mistake not, on the western route, not carrying the mail, which is as fast, within a few minutes, as the other.

1564. Mr. *Hastie*.] Can you tell what time that train occupies on the western route, leaving London at nine in the morning?—The nine o'clock express, by the western route, reaches Edinburgh in 11 hours from London.

1565. Mr. *Milner*.] There is not much difference in the express trains, I believe?—The Great Northern, it seems, has the advantage, comparing the swiftest trains on both lines, to the extent of 10 minutes.

1566. Mr. *Hastie*.] At what time does the same train, the nine o'clock express, reach Glasgow by the western route?—It takes 11 hours and 25 minutes; it arrives at 8.25 in the evening.

1567. Then how long would the express train upon the eastern route take to reach Glasgow?—Twelve hours and 55 minutes.

1568. Mr. *Milner*.] I have given a margin by the present time-bills of 48 minutes at the Green Hill junction, for the train from Edinburgh to arrive before the train *viâ* Carlisle at the Green Hill junction?—Yes; but I must again point out to the Committee that the comparison cannot fairly be made between a train not carrying mails and a train carrying them. If we were to use the Great Northern night train for carrying the mails we should be obliged to alter the times; it would not reach Edinburgh so early as it does now if it were so employed.

1569. At present it leaves London a quarter of an hour later than your mail trains; not, I think, till a quarter past nine?—Yes; we require much more than a quarter of an hour for our stoppages.

1570. I think you will see that there is given by the night mail one hour and a quarter longer on the road than by the day express?—It may be so; all that I can say is this, that the western route has the advantage to the extent of 12 miles to Larbert; and that, whatever speed you assume on the eastern route, I presume we are entitled to assume the same speed on the western route.

1571. Suppose this plan could be carried out, would not Glasgow and the West of Scotland have their advantage from the east and all places north of London,

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and receive their letters much sooner than at present?—The North of Scotland would unquestionably derive some advantage.

1572. I mean from Hull to Glasgow?—I doubt whether it would make any difference as to the communication from Hull to Glasgow; there are frequent mails between Edinburgh and Glasgow.

1573. Are not the letters carried from Hull to Glasgow by Milford and York?—I believe they are.

1574. Can you tell the Committee at what time the mail train leaves Edinburgh for Glasgow, after the arrival from York of the mail train at 40 minutes past 12?—I find I am mistaken as to the route of the Hull letters. The Committee will see that it is impossible to bear all those details in one's recollection. The Hull letters by night mail do not go to Glasgow through Edinburgh; they go to Normanton, and from thence through Manchester, and fall in with the western mail at Newton Bridge.

1575. Have there not been received at the Post-office many complaints from the towns on the Great Northern line, that their letters are carried by mail carts, in several instances, many miles, instead of being allowed to make use of the railway passing through their towns?—Yes.

1576. Is not Huntingdon compelled to send its letters 16 miles to Cambridge, as well as St. Neot's, and St. Ives; Biggleswade still further, to join the Eastern Counties, and Doncaster 14 miles, all by mail carts?—It is so.

1577. Are not the Retford, London, and York letters sent to Sheffield; the Grantham and Newark to Derby, and from Peterborough round by Blisworth?—No; Peterborough sends its letters by Eastern Counties Railway, *viâ* Ely. Grantham and Newark both send their night mail by railway through Nottingham.

1578. Might not letters be delivered at Bradford, Harrowgate, Otley, and Ripon much earlier than at present by using the Great Northern Railway; the letters which from London at present are carried by the Midland route?—I presume they might, but, as pointed out in my memorandum, they would be separated from the other letters that are now carried by the Midland line; Bradford gets its mail now by six o'clock in the morning, and an earlier arrival therefore would be of no use.

1579. It has been stated more than once that the second mail train would follow the Great Northern from York to the north at an interval of half-an-hour, or at most of an hour?—My statement is an hour.

1580. How do you anticipate such an acceleration on the present line between London and York, as to make it only a difference of an hour?—I reckon thus, that the difference of distance is 30 miles, and that 30 miles occupy about an hour to run over.

1581. Does not the night train, leaving London on the Great Northern at nine o'clock, reach York at 2.25, and Edinburgh at a quarter past nine, while the mail by way of Rugby and Derby, leaving London at the same time, arrives at York, or ought to arrive, at 35 minutes past four, and at Edinburgh at 20 minutes past 12, three hours later than the other trains?—I see no reason to doubt that the comparison is correct; but it will be borne in mind that we are speaking not of what exists, but of what is practicable. The question is not, I presume, whether the present Great Northern train reaches York earlier than the Midland train; there is no doubt it does. But if we were to put mails on that line, we should be obliged, to a certain extent, to retard the train; and, on the other hand, we are about to accelerate the train on the Midland line, therefore the comparison seems to me to be a useless one.

1582. I give you an hour and a quarter more by this train?—With submission to the Committee, I should say that the only safe mode of making a comparison, is to take the actual distance. The difference in the distance is 30 miles; now whatever delays may arise from placing the mails upon either of those lines, and at whatever speed those mails may be run, still the advantage of the Northern line is measured by the difference of distance, 30 miles, and that distance can be accomplished in an hour.

1583. Mr. *Blackett.*] Surely there are difficulties on the Midland route, besides that of mere distance, which do not exist on the Great Northern, such as the multiplicity of trains, and the great excess of traffic, and so forth?—I have no means of comparing the traffic of the two lines; the traffic on the Great Northern line is very large; I believe it consist very much of a description of traffic, which is a terrible hinderance to the mails; namely, mineral traffic.

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1584. Mr. *Milner.*] With regard to the letters from London to Edinburgh, of course I can only take the times as they are at present before the Committee. I find that the mail arriving at Edinburgh *viâ* Carlisle reaches Edinburgh at 40 minutes past 10 in the morning, and we find throughout the three winter months a delay of three quarters of an hour in its arrival at its destination; would not the London letters, according to the present time, if sent by the Great Northern line to Edinburgh, be delivered certainly one hour earlier than by the present route, *viâ* Carlisle?—I should say most decidedly not.

1585. With the same time kept that is kept now by the mail?—If the train carrying the mail ran with the same speed that a train does not carrying the mail, then the object would be accomplished; but, as I have repeatedly stated, our requiring a train to carry the mails leads to delays in the progress of the train, if it is to carry the principal mails, that is the night mails. As to the day mails, we have, in some instances, employed the express trains without altering their times at all. If the day mails are light, they can be exchanged by an apparatus which we cannot apply to the night mails to a like extent.

1586. Have you had any communication with the Great Northern Company as to the time in which they would guarantee to take your night mail from London to Edinburgh?—I am not aware of any.

1587. You do not know that they would take your mail, with the stoppages required by the Post-office, at somewhere about 12 hours and a half to Edinburgh from London?—I am not aware that we have had any offer to that effect. I would add, in reply to the last question, that the time proposed by the western companies is considerably less than 12 hours; therefore if the Great Northern Company had offered to do the work in 12 hours it would have been inexpedient to have accepted that offer, because we have an offer from the western companies to do it in 11 hours and 34 minutes to Edinburgh.

1588. Mr. *Hastie.*] Has there been any complaint from Edinburgh of the letters being carried by the western route?—I have no recollection of any, nor can I suppose that any could have arisen. I do not recollect any at this moment.

1589. Have there been any complaints from Glasgow or the West of Scotland of the letters being carried by the western route?—I have no recollection of any such complaints.

1590. Have there been any complaints from the North of Scotland of letters being carried by the western route?—I have no recollection of any. I understand from Mr. Page, that he believes there have been some memorials from the North of Scotland in favour of using the Great Northern route.

1591. Mr. *Milner.*] I see that in the month of November there is an average delay in the arrival of the York mail from London, *via* Rugby, at Derby, of $11\frac{3}{4}$ minutes, while the delay in its arrival at Normanton is increased to 28 minutes; has not the delay at Tamworth something to do with that?—I cannot answer that question without a careful examination of the tables. I think that the return which I put in will give all the information that is required.

1592. Mr. *Liddell.*] With regard to the question of speed, you stated in your evidence on Friday that you intended to accelerate the arrival of the mail by about an hour in its arrival at Newcastle?—Fifty-three minutes.

1593. You also stated, did you not, that no acceleration was proposed north of York; that the acceleration intended to be effected would be effected south of York?—I think it is chiefly south of York, if not exclusively; the acceleration is chiefly between London and Rugby, on the North-western line.

1594. We have it stated in evidence, that the rate of speed now maintained between Derby and York is 42 miles an hour?—Does Captain O'Brien state that it is 42 miles an hour from Derby?

1595. He states that the rate of speed from Derby to York is 42 miles an hour?—Whether that is correct or not, I cannot say; I find that we do not make the speed so high. From Derby to York we make it only $40\frac{4}{10}$ths miles.

1596. What do you make the rate of speed from Rugby to Derby; I have it 39 miles an hour?—Thirty-seven and three-tenths miles.

1597. Then it is very low from London to Rugby; only 33?—Yes; that is stated by Captain O'Brien as 33; our estimate is 32. There is some little difference in the distances, I think.

1598. You propose to gain an hour by the increased acceleration, to take place south of York?—Fifty-three minutes.

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1599. But, supposing that you do gain that acceleration, what margin do you leave for contingencies; and if a sufficient margin is not left, what hope is there of obtaining punctuality?—It is very possible to run at higher speeds than we propose.

1600. And yet maintain punctuality?—Yes.

1601. Mr. *Wilson.*] With regard to the advantages which the Direct Northern offers, you have been asked whether there were not other circumstances besides the distance, which would be involved in the consideration of speed, and the question was explained as having reference to the variety of junctions and those causes of detention; now, suppose that the proposal which has been made in this Committee, I believe by Captain O'Brien, were adopted for the use of the Direct Northern route, by the introduction of various junctions with the surrounding country, with the view of lessening the difficulties that have been suggested, of conveying letters from other parts of it, would not those junctions be as numerous as those that you have to contend with on the other line at the present time?—If I understand Captain O'Brien correctly, they will be even more numerous.

1602. Mr. *Blackett.*] Your objections to the use of the Great Northern Railway come much under these heads, do they not; first, that the communication to the west of the United Kingdom will be very much disarranged by using the Great Northern line; secondly, that the advantages to be gained by the correspondence with the towns on the east coast would be comparatively small; and next, you hope to attain still greater speed on the Midland route. In Question 1246 you mentioned the impossibility of the western mails falling in with the Great Northern; have you seen Captain O'Brien's scheme for establishing fresh centres of communication along that route?—Yes, I have.

1603. Are you able to say what the objections would be to adopting that scheme?—It is put forward in so vague and indefinite a shape, that it is impossible to criticise it. The proper course, I conceive, would be for gentlemen who think that the circulation could be improved to propose a complete scheme, time-bills and all, naming the exact hours at which the mails are to arrive at those centres, and the exact hours at which they are to depart from the principal towns in the kingdom; as, for instance, from Dublin and from Bristol, from Liverpool, Manchester, Glasgow, and Edinburgh, as well as from London. If that were done, then we should have something to criticise; it is impossible, I conceive, to criticise a mere rude sketch.

1604. Captain O'Brien, I think, proposed to make those centres available for all the correspondence, except that from the extreme West of England, that would arrive from Bristol; do you know what is the proportion of the correspondence between Newcastle and that western district of England, going on the principle by which you compiled your return of the correspondence between Newcastle and the East of England?—I have not ascertained the number of letters. We made a rough estimate that the correspondence that would be retarded by the use of the Great Northern Railway (or rather, I should say, the correspondence which would be left behind), was, in all probability, equal to that which would be benefited.

1605. By Captain O'Brien's scheme, the correspondence from Birmingham and from Ireland would all fall in?—I think he does not extend his scheme to Ireland; I think he prudently stopped short of Ireland.

1606. Mr. *Horsfall.*] Would not the Irish letters go by the Caledonian Railway?—The Irish letters for Edinburgh and Glasgow, and the greater part of Scotland, now go by that line; but we are speaking of the Irish correspondence for the midland counties, for Leeds and such places.

1607. Mr. *Fortescue.*] Am I right in drawing this conclusion from your evidence, that the only two districts which would be benefited to any important degree by the proposed transfer, or rather by the proposal of placing an additional mail upon the Great Northern line, would be that district on the eastern coast, between Newcastle and Edinburgh, and that district in the eastern counties which we have seen has a communication with Newcastle consisting of about 1,200 or 1,300 letters a week?—I do not think there is any other correspondence that would be materially benefited; but it would require, of course, a very laborious investigation to say absolutely that there would be none.

1608. Mr. *Blackett.*] You stated, did you not, that those 1,300 letters were made up from 22 towns?—Mr. Page stated that; but he has since looked at the original accounts, and he finds that it is 32, and that the number is not so great as 1,300, but is 1,154.

1609. Mr.

1609. Mr. *Egerton.*] Do not you think that it would have been much fairer to the Committee, and a much better piece of evidence, if you had given the Committee the London letters from Newcastle, as being of much more importance than those 32 towns; the same labour that arrived at the 32 towns would have procured the London letters?—If the Committee desire to know the number of London letters, of course that information shall be supplied; but I see no unfairness in ascertaining the number of letters on the eastern side, because a great point was made of the acceleration of those identical letters. As regards the London letters, it appears to me that it would have been unwise on the part of the Post-office to volunteer to supply such information, and for this very good reason, that it would be utterly useless; because the London letters will reach Newcastle under the proposed arrangement quite as early as the Newcastle people think desirable.

1610. Mr. *MacGregor.*] You contemplate a change in the service connected with Tamworth?—Yes.

1611. Then it must be admitted that the present service is not the most judicious?—It is not.

1612. Has the Postmaster-general laid out England, Scotland and Ireland upon the principle of giving the greatest amount of postal communication?—Yes, certainly he has.

1613. The adjunct lines giving the greatest amount of branch communication?—The whole system is constructed with a view to afford to every part of the kingdom the greatest amount of communication which is compatible with due economy in the expenditure of the department; no doubt, by greatly increasing the number of the mail trains, the convenience of the public might to a certain extent be augmented.

1614. You adverted to the fact, that Captain O'Brien had not proposed any time-table, and that he had prudently abstained from dealing with the Irish posts; would it not be fair on our part to ask of the Post-office to exhibit to the Committee two time-tables, so that the Honourable Members of the Committee might see what the effect on the revenue would be by affording a greater amount of facility to the public?—We have done so; in my memorandum there are time-tables given which are concerned in this question.

1615. That is, taking the solitary case of the northern mail; we have gone from that to other districts; we have made inquiry as to Bristol, and witnesses have stated that, by using 40 miles more of railway than is now used, a much better amount of accommodation would be given to the city of Bristol; at present there is a certain amount of service performed with tolerable economy, and I should like to elicit on behalf of the Committee what amount of additional expense would be incurred by a much better system of arrangement?—If the Honourable Member will furnish a system, we will make the best estimate we can of the cost of it. I meant to say that, if Captain O'Brien had carried on his system and extended it to Dublin, he would have found that it would have been impossible to bring the Dublin letters to reach those centres, so as to meet the mail going northwards from London to Edinburgh, without altering the times of departure from Dublin. In our arrangements we leave those times unaltered, and therefore we do not say any thing about them; if a system is proposed which involves a great number of alterations at remote towns, those alterations assuredly should be stated.

1616. Mr. *Egerton.*] What security would the public have that the Post-office can effect this increased rate of speed? You have said that you have to complain of the great delays on the part of the railways; I see by your memorandum that you propose a very considerable acceleration?—Yes.

1617. Under the present system, what security have the public that there will not be the same delays under the accelerated system as now exist?—I am afraid there will be no very good security, unless the Committee assist us in obtaining such security. I am very anxious that the Committee should entertain that question, and investigate it thoroughly.

1618. I understand the Post-office to be ready to offer every facility for the increased acceleration of the mails to this district, and that they now complain of the existing mode in which the service is performed by the railways; can you state to the Committee anything which has passed between the Post-office on the one hand, and the railways on the other, by which you can hold out to the public that there would be a greater amount of regularity under the new system than exists under the old?—I cannot give the Committee any assurance to that extent.

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Whether we use the Great Northern or the Midland, or the North-western or any other, I am afraid that, unless steps are taken to secure regularity, we shall still have great irregularity.

1619. I may take it shortly in this way, that as there is great irregularity with the diminished rate of speed, you are likely to have a greater irregularity with an increased rate of speed?—I do not think that that follows at all; what I want is this, that it should be clearly established and enforced that the Post-office, in paying for a given amount of speed, is entitled to obtain that speed, and that the railway companies must keep their traffic within such limits as to enable them to be punctual.

1620. Have any steps been taken in any interviews with the railway authorities to secure that?—The Post-office has for months been engaged in endeavouring to induce the companies voluntarily to assent to an arrangement, having that end in view. I need not point out to this Committee that the Legislature has not given to the Postmaster-general any power to enforce punctuality—that is to say, that there are no means which are considered practicable.

1621. Mr. *Herbert.*] Have you any distinct principle laid down for approving or rejecting any proposed improvement on economical grounds?—For a very large class of proposals we have; as, for instance, if any additions to the rural posts are asked for, the question is answered almost mechanically; we ascertain the number of letters, and see whether the cost would be covered by the amount of correspondence.

1622. If I understand you rightly, in adopting or rejecting any proposed improvement, in many cases you look rather to the commercial nature of the transaction than the convenience of the public?—We consider that the convenience of the public is measured by the commercial nature of the transaction.

1623. That, is by the amount of revenue which it is likely to produce?—Yes; by the amount of correspondence and the amount of revenue that it is likely to produce.

1624. Mr. *Milner.*] You state in your memorandum that there would be an enormous expense by making use of the Great Northern line from London to Edinburgh, for both the night as well as the day mails, but not at all commensurate with the advantage that it would give to those districts through which it would pass?—Yes.

1625. I think you stated that, to employ the Great Northern Railway, the advantages would be limited to a small district, and procured at an enormous cost, probably at not less than 33,000 *l.* per annum; I presume you also calculate in this expense an up day mail?—No.

1626. You state that it would cause an addition of 33,000 *l.* a year?—Yes; the estimate is confined to the night mail service.

1627. What is now paid by the Post-office per mile for the conveyance of the down day mail on the Great Northern Railway?—The payment is a moderate one; about 6*d.* a mile.

1628. Is it not 4¼*d.*?—No; the average of the main line and the branches is about 5¼*d.*, if I remember rightly. I always estimate it in my own mind at 6*d.* for the main line, and something less for the branches. I would point out to the Committee that, in that particular instance, we were able to settle the payment by agreement; there was no arbitrator employed in coming to that conclusion, and the payment is a moderate one, as it not only includes the conveyance of the mails downwards, but it includes the return of the mail guard, and the return of the carriage in which the mails are conveyed. So that I cannot estimate the payment for the mail service alone at more than about 4*d.* a mile; that is, between London and York, and the branches from Retford to Sheffield, Newcastle to Wakefield, and from Newcastle to Leeds.

1629. Was any offer or proposal made to the Post-office by the Great Northern Company, in the year 1853, to carry the night as well as the day mails to York?—I am not aware of any that was free from objectionable conditions.

1630. Or have any letters passed between the Post-office and the Great Northern Railway Company?—Yes; the company was asked on what terms they would undertake to carry the mails.

1631. Have you here the reply from the manager of the Great Northern Company, in answer to that letter?—Yes; it is dated the 18th of August 1853; it is from Mr. Seymour Clarke, and addressed to myself:—"Dear Sir,—I am instructed to reply to your letter of the 6th instant, as follows: the directors of this company

pany have put on a night train from King's Cross at 9.15 p.m., to run through to Edinburgh; and a corresponding up train, reaching King's Cross at 9.15 a.m. This train now carries some passenger traffic, and it is possible that for a little while it may suit our purposes to continue the trains; but it is quite likely that when the Scotch traffic decreases, or rather, almost declines, it will no longer suit our purposes to run them. The public have expressed a strong desire to have a night mail on the Great Northern route, and the directors are prepared to make a very low offer for the performance of this service. I am authorised to state that they will continue the up and down night trains at the same hours and at the same speed as at present for 12 months, from the 1st of September 1853, on the following terms: to carry a guard and the mails from King's Cross to York, stopping at such places as are now on the bills, and leaving bags without stopping at such places as may be selected by the Post-office, and where the Postmaster-general may put up a slipping apparatus, for 1 *s.* a mile, or 2 *s.* a mile for 190 miles of double service. If you select the down mail only, then (as the corresponding train must be run) the charge will be 1 *s.* 6 *d.* per mile, or 190 miles of single service at 1 *s.* 6 *d.* In one case, 190 miles up and 190 miles down, 380 miles, at 1 *s.*, 6,935 *l.* per annum; in the other, 190 miles down at 1 *s.* 6 *d.*, 5,201 *l.* per annum.—I am, &c., signed, *Seymour Clarke*."

1632. Supposing that the same terms were made by the companies north of York, as far as Edinburgh, how would it at all approach the sum of 33,000 *l.*, which you say the additional expense would amount to?—It would not approach that sum, for reasons which I have assigned in the memorandum itself. I say on the subject: "In August last the company offered to convey the mails by night trains then running for 1 *s.* a mile, if the up as well as the down train were employed, or 1 *s.* 6 *d.* a mile if the down train only were employed; stipulating, however, that in either case the Post-office should adopt the company's stoppages and hours (that of the arrival of the up train in London being 9.15 a.m., or more than four hours too late), and limiting the engagement to one year. It is scarcely necessary to say that, even as regards the down train (the hours of which were unobjectionable), the department would require the control as to stoppages; and that to have made a change which would more or less have affected the mail service of nearly the whole kingdom, with the probability of having, after the lapse of a year, to go back to the previous arrangements, or to pay a much larger sum for the service, would have been very unwise." Then I proceed to estimate what I think we should probably have had to pay had the trains been put under notice. The Committee will, I am sure, see that it would have been absolutely necessary to put those trains under notice, and have the control of them as to the places of stop, and everything else.

1633. I think that no further communication took place between the Great Northern Company and the Post-office, as to the night mails, after this letter?—I think there was a letter declining their offer. In the letter inviting the offer, according to my recollection, I stated to the company that we were in treaty with the Western Company. The truth is, that we tried to get up a little competition between the two, and therefore we informed each that we were treating with the other.

1634. Might not a new mail train, at the rate of 2 *s.* a mile for the double journey, be run the whole way from Edinburgh to London and back for 14,636 *l.* per annum, instead of 33,000 *l.*, as stated in the memorandum?—There is no doubt, if they were run at one-half the price, the total payment would be just one-half.

1635. Has not the Great Northern Company made an offer to carry for the double journey at 2 *s.* per mile?—Yes, but one of the trains would have been utterly useless to us.

1636. In the letter which you have just now read, it is stated that they would give you the use of the up-train; but no suggestion was made to them that they should send a train from Edinburgh to London to arrive at half-past four, was there, by the Post-office?—Mr. Seymour Clarke is a very clever man, and he knew exactly what we wanted. I have no doubt that in the letter asking for an offer we stated what we wanted; we wanted the night mail in both directions; and a mail arriving at 9.15 in the morning, would have been quite useless for the conveyance of letters to be delivered at seven o'clock in the morning. I think I have stated the matter quite correctly in my memorandum.

 1637. Supposing

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1637. Supposing that, between York and Edinburgh, the mails were carried at the same price that the Great Northern carried out from London to York, and from York to London, and that the train by the Great Northern was to leave Edinburgh at four o'clock in the afternoon instead of at 9.15, would not the sum be 14,636 *l.* instead of 29,200 *l.*?—If all the companies between Edinburgh and London carried the mails at 1 *s.* a mile, then it would come to about the sum you mention; but we have had no such offer, and no reason to suppose that we should ever obtain such an offer, as will be seen. Since this Committee sat, an award has been made for a very considerable portion of the distance at 3 *s.* a mile; consequently, I think that the Committee will be of opinion that, in estimating it at 2 *s.* a mile for the whole distance, I have put it rather low.

1638. Still there was an offer by the Great Northern for 2 *s.* a mile?—No; the Great Northern never made an offer of 2 *s.* a mile.

1639. I mean for the double journey?—The Great Northern made such an offer as I have described, an offer which we could not possibly accept; whether they said 1 *s.* or 6 *d.* a mile, is really of no consequence.

1640. Mr. *Liddell.*] You stated, did you not, that the single service offer amounted to 5,200 *l.*; they made that offer, did they not?—They made an offer, but they coupled it with conditions which rendered it impossible to accept it; they said, for instance, that they were to stop just where they had stopped, and at no other places, and the offer was limited to one year.

1641. Did they not say that they were willing to drop the bags at certain places, if the Post-office wished it?—Yes; they said they were willing to drop the bags, but we cannot do that wherever we please; the power of transferring the bags by an apparatus is a very limited power; it can only be done when the bags are light.

1642. I cannot reconcile that offer to convey the mails for 5,200 *l.*, with these very large figures which the memorandum states; namely, that by the adoption of the Great Northern line it would cost 33,200 *l.*?—It only extends to York—their offer is limited to York.

1643. Then the only fair way to put it, would be to ascertain what the present cost from York to Edinburgh is, and to add the additional cost of 5,200 *l.*?—That would be a very unfair mode; because, as I have repeatedly stated, the offer could not have been accepted with safety.

1644. Mr. *Wilson.*] The offer was made under such circumstances as the Post-office could not work any line with proper consideration for the public interest?—It would be exceedingly unsafe to accept such an offer, limited only to a year, for the principal mail; we make similar arrangements for the less important branch mails, but our principal mails are always either put under notice, or placed under an agreement for a term of years.

1645. Mr. *Herbert.*] Have you a copy of the answer of the Post-office to that communication?—I have not; it simply declined the offer.

1646. Did the answer suggest to them to make an offer, stating the periods at which they would require the trains to start, and the conditions on which they would accept it?—No, it was clearly understood by the company; the invitation on the subject stated what we wanted; and I also stated that we should make a similar offer to the Western companies, and that the Postmaster-general would take that which, all circumstances considered, was most advantageous; and the Committee, I think, will be of opinion that, after having issued such an invitation to the two parties and obtained answers, we should not have been justified in asking one of the competitors to modify its terms.

1647. Mr. *Blackett.*] Would there be any objection on the part of the Post-office to lay before the Committee the correspondence?—Not the slightest.

1648. *Chairman.*] Were the offers made simultaneously to both companies?—Yes; I believe on the very same day.

1649. Mr. *Milner.*] According to my estimate of 2 *s.* per mile, I make it 14,636 *l.*?—You are using the term "mile" in a totally different sense; your "mile" means two miles.

1650. I mean two miles; you use it for the double journey here, do you not?—No: there is a misprint; it should not be per mile, but per night; the entry is 800 miles at 2 *s.*, and that is taking the distance there and back again.

1651. You state, in the 9th paragraph of your memorandum, "To show the importance of the correspondence so interfered with, it will suffice to say that it comprises that picked up on the line itself between London and Milford, *viâ* Tamworth

worth and *viâ* Leicester; that of the West of England, brought by a mail train from Plymouth and joining the Midland route at Tamworth; that of South Wales, as also that of Birmingham, Wolverhampton, and other towns, taken up *en route* by the same mail; and finally, that of Ireland and North Wales, as also that of Liverpool, Manchester, and the North-west of England joining the Midland route, partly at Normanton, though chiefly at Tamworth at present, but about to join wholly at Normanton." Supposing the public on the line between York and Edinburgh were content to receive their West, their Irish and South-west letters some hours later than at present, could not the train now leaving York at six in the morning, be used at a very trifling expense to take the mails brought by the Midland train to the North; and could not they by this plan arrive in Edinburgh at 3.35 in the afternoon?—There is no doubt that an ordinary passenger-train might be used for that purpose; but in order to secure its use, it would be necessary to place it under notice.

1652. I think there are no trains leaving York to the north-east and north-west carrying the mail bags before six in the morning, therefore they would be able to take both the letters arriving at York by the Great Northern and also the letters arriving from the Midland line?—If that arrangement were continued, the places served by those branch lines would not only be deprived of any advantage in the acceleration upon the main line, but they would lose the advantage of the acceleration which we contemplate upon the Midland line.

1653. I asked the question in this way; that the trains do not leave before six in the morning now?—Yes; but when we accelerate our trains, they will leave earlier than six o'clock.

1654. Mr. *Fortescue.*] Supposing the night train between York and Edinburgh were so used, would it not be still necessary to run the Midland train as far as York?—That, I presume, is intended as a part of the plan, and also to run the mail over the Great Northern line.

1655. Could not the letters brought from Tamworth to York by the Midland line be sent from York to Edinburgh by the York and Berwick line, the regular line, by an ordinary train?—May I ask whether the Honourable Member contemplates having the main mail from London to the North over the Great Northern line, or over the Midland line, as at present?

1656. Over both, to York?—In order that it may proceed on without leaving letters behind, at the time of the next mail you would employ this six o'clock train as a *quasi* mail train; there is no doubt if that were done the letters would be carried on; that is, in effect, the second mail which I speak of in my memorandum. I there point to the necessity of a second mail, and that might be the six o'clock passenger train, if the hour were convenient; but that would cause very considerable delay in the progress of such letters, because, under the amended arrangement, we propose to reach York at 3.42 a.m.

1657. Mr. *Fortescue.*] It would still be necessary to run the Midland mail as far as York?—Yes.

1658. Mr. *Milner.*] I think there are two mail trains leaving Euston-square by the North-Western Railway, one at 8.55, and the other at 9.15, the first carrying the western and eastern letters to the North, and the second only going as far as Birmingham?—The second has a branch to Birmingham from Rugby, but the main use of it is to proceed over this very Midland line; it turns off at Rugby, and goes by way of Leicester to Derby, and so on to the North.

1659. If the York, Newcastle, and Edinburgh letters were carried by the Great Northern line, might not the second mail train to Rugby be discontinued?—The second mail train to Rugby would be continued, I presume, by the company, for the sake of the passenger traffic. Probably, the Honourable Member thinks that would effect a saving, but it would effect no saving to the Post-office, because it is an arrangement for the convenience of the company rather than of the Post-office; though there are two trains, we only pay for one. Our notice to the company is, to carry the whole of the mail by the first train; but it is a matter of convenience to them (and to us) that we should divide the mail, and send one portion by the first of the two trains, and the Midland portion by the second; but we only pay for a single train.

1660. A part of the reason is, the great weight of the mails, is it not?—No. Perhaps I ought not to venture to give reasons for the company, but I believe the reason that the company employs two trains is this: that the passengers dislike changing their carriages, and therefore passengers going to Derby and Leeds, and

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places on that line, get in the train at Euston Square, and the whole train goes on from Rugby northwards, with the exception of the branch to Birmingham.

1661. Supposing you were to run special trains, has any calculation been made of the increased expense to the Post-office, or is it supposed that no additional charge would be incurred over and above what is now paid by the Post-office to the railway companies?—It is understood by the Post-office that we should have to pay something additional for those trains. The negotiation is carried on upon that understanding, that we should have to pay something additional for those trains.

1662. Has any calculation been made as to the mileage which would be paid by the Post-office for such trains?—I have made the calculation myself; but the understanding with the companies is, that the matter would be settled by arbitration.

1663. You expect that you would have to pay them somewhat more than 2 *s.* per journey per night?—Yes. I may mention that we have had an offer from the manager of one of the lines in the North (the Scottish Central or the Scottish Midland); and they offered to give us a train which would be used exclusively for the conveyance of the mails, at the rate of 2 *s.* 6 *d.* a mile, carrying no passengers.

1664. In your calculation as to the acceleration of the mail from London to Newcastle, by which you propose that it should arrive at seven minutes past six, instead of seven in the morning, do you intend, for the purpose of carrying this into effect, to use only the present means, or a special train?—The time-table to which the Honourable Member refers is calculated upon the supposition that the train does carry passengers.

1665. Merely taking the train as it is, and shortening its stoppages, I suppose probably at certain parts of the line; at Tamworth, for instance?—As I have already mentioned, the chief acceleration is between London and Rugby; the speed offered over that part of the line is 38 miles an hour, including a stop of once in about 40 miles.

1666. May not the Committee conclude, from what you have stated to-day, that it is your opinion that your proposed acceleration will be so great as to bring the letters sooner into Edinburgh than by the Great Northern?—Sooner than they could reach by the existing train on the Great Northern line.

1667. No; sooner than by the train leaving London at the same time as the other line, the North-western line, and arriving at Edinburgh at the time at which Mr. Seymour Clarke's letter says that he proposes it should arrive. For instance, supposing a letter to be carried from London to Edinburgh in 12½ hours, I think you say that, if your proposed acceleration is carried into effect, you will take the letters from London to Edinburgh quicker by the present route than by the proposed Great Northern route?—Yes.

1668. And you propose a further acceleration of an hour over the present system, not by the use of special trains between London and Newcastle; though we find that, during the three winter months, the present time was exceeded by 46 minutes?—We propose an acceleration to the extent of 53 minutes.

1669. Although in the three winter months you could not keep your present time by 46 minutes?—The companies did not keep their time; I do not admit that they could not have kept the time; all that I admit is, that they did not keep the time; I hold that they could have kept the time, except during the few days when the rails were covered with snow.

1670. Supposing that terms were come to with the Great Northern, and the other companies from London to Edinburgh, to carry their mails at 1 *s.* a mile each way, would not the sum be 14,636 *l.* per annum and not 29,200 *l.*; I do not suggest that it can be done, but supposing that such an arrangement was made?—No doubt, if the rate were reduced by one half, the sum total would be reduced in the same proportion.

1671. If a suggestion is made with regard to the letters from York, from the west and south-west; in short, if the Tamworth letters were carried from York to the north by the train leaving at six, which would possibly require a second delivery, and I suppose an additional number of messengers throughout the district; you calculate, do you not, that the branch lines and an additional guard and rural messengers would cost 4,000 *l.* a year?—I put down that as the probable amount, but of course there would be the payment for this train.

1672. But I was calculating that then there would be two mail trains, and that there would be an additional expense?—Yes, exactly.

1673. And

1673. And calculating upon the present mail running from York to Edinburgh at at present?—Exactly.

1674. Mr. *MacGregor.*] In your plan for running mails without passengers, you of course contemplate a ramified system throughout the great lines?—I propose that the Postmaster-general should have the power of requiring a company to establish such a train; but he would not exercise that power unless he considered it desirable for the public interests; that would not be necessary on every line.

1675. To secure the travelling public the same amount of facilities which they have now, the railway companies must run another train?—That would be a matter for the companies to consider.

1676. Without that, the passengers would be deprived of the facilities which they have now?—That is entirely a question for the companies to consider; we do not in the Post-office feel it to be our duty to provide passenger trains.

1677. From your knowledge of railways, do you think that the public would submit to be excluded from special trains in that way?—Yes; I think they would if the companies did their duty, and established, when necessary, passenger trains running at about the same time.

1678. Then the effect would be, that the Postmaster-general would have to compensate the companies for running two trains instead of one train?—Not at all.

1679. *Chairman.*] Could you lay before the Committee any estimate, in a concise form, of the expense of conducting the postal service between London and Edinburgh as at present conducted, and according to the suggestion made by the Honourable Member for the city of York; that is, taking the mail along the Northern line combined with the branch service, as pointed out by the Honourable Member?—I have made such an estimate, and my estimate is 33,000*l.* a year.

1680. That 33,000*l.* is confined to the northern service, is it not?—To the eastern route.

1681. Does it combine the western service as well?—No; this is all in addition.

1682. Will you state whether you can lay before the Committee the total estimate of the present services, as compared with what they would be under the plans suggested to the Committee, first stating the existing expenditure, and then adding the estimate that the Honourable Member for York has suggested?—It would be an exceedingly difficult thing to do; it is comparatively easy to say what the addition would be; at 2*s.* a mile it would be 33,200*l.*; at 1*s.* a mile, of course it would be about 18,000*l.* or 19,000*l.*

1683. I understand from your present observations, that if the mail was to be established along the Northern line, all the present services must also be maintained?—Every bit of it.

1684. Is it not possible to curtail any portion of it?—Not any part of it; not a mile of it.

1685. Mr. *Milner.*] In short, this estimate of 800 miles, at 2*s.* a mile, is upon the supposition, that on the Great Northern Railway there is a new mail train from London to Edinburgh, and from Edindinburgh to London, and it is upon that calculation that you make your 29,200*l.*?—Certainly.

1686. A new train each way?—Certainly, everything else remaining at it is. Of course it would depend upon the award given for the use of the train, what we should pay; it would be unsafe to leave a train, carrying so important a portion of the correspondence, open to the changes which the convenience of the company might dictate; we must put it under notice, and then it becomes, to all intents and purposes, a mail train. In putting it under notice we should think it right to alter the hour.

1687. *Chairman.*] What is the time at which the mail train would arrive in Edinburgh, according to the proposed acceleration by the western route?—At 19 minutes past 8 in the morning.

1688. Can you state whether there is any second delivery of letters in Edinburgh, or at what hour in the day this second delivery takes place in Edinburgh?—The second delivery is that of the present London night mail, which reaches Edinburgh at 43 minutes past 10; it would probably commence at half-past 11.

1689. What delivery of letters is there in Edinburgh in the course of the day?—The next would be, I presume, the letters that came from the east coast, which arrive somewhat later; I believe it begins about three o'clock.

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1690. Then this mail that would go from York at six and arrive at Edinburgh at 3.35, would require an additional delivery, would it not?—Either it must be an additional delivery, or the letters arriving at an early hour must be detained to fall in with it, or it must be kept for the last delivery in the evening.

1691. Mr. *Milner.*] There is an evening delivery in Edinburgh as well?—I believe there is of letters after six.

1692. I see that "the only offer by the Great Northern Railway Company to convey the night mails (unclogged by conditions which made its acceptance impossible) was one in March 1851"?—Yes.

1693. And the sum demanded for a train to and from York was 25,300 *l.* per annum, or, at the rate of 3 *s.* 3⅜ *d.* per single mile?—Yes.

1694. An offer was made, you say, in March 1851?—Yes.

1695. So that they have come down a great deal now?—The two things are not comparable; that was an offer to place the train under our control. We have not had any similar offer since, and therefore I think we cannot compare the two prices.

1696. At this time there is a train leaving York, is there not, by the Great Northern, half-an-hour or 40 minutes later than the mail train for London, and arriving in London half-an-hour sooner?—I believe there is.

1697. At present running?—Yes; but that was not the train that was offered to us.

1698. Mr. *Hastie.*] Is it your opinion that whatever rate of speed can be accomplished by one line of railway can also be attained by another?—If the gradients and all other circumstances are equal.

1699. I presume that the shorter route is, both on account of the necessary rapidity as well as the diminished expense, considered the preferable one?—Other things equal, of course, the shorter route would be the best. I think there can be no hesitation at all as to the route to Glasgow.

1700. Mr. *Milner.*] Have you any doubt that the Great Northern train, which leaves at 20 minutes to 9, and which could meet the train from Edinburgh, would take the mails at the same rate that the Great Northern offered to take them for?—I cannot possibly guess at what the directors of the company would consider a fair charge. This train would be more suitable than the others. I presume that, from the circumstance of the directors not having offered that train, they had some good reason for withholding it; the obvious thing was to offer that train.

1701. Mr. *Blackett.*] Your attention was called, some time ago, to Captain O'Brien's scheme for creating fresh centres, and I understood you to say that the form in which it appears is too vague and general for you to form an estimate of the expense?—Yes.

1702. With reference to the request of the Honourable Chairman, that you would prepare a scheme of the comparative expense of using the Great Northern line, and continuing the present route, it is obvious that any such comparison must be very incomplete, unless it takes into account the scheme proposed by Captain O'Brien, which proceeded upon the supposition of your reconstructing all your present arrangements?—I think that the Honourable Chairman did not require that; I really do not understand what Captain O'Brien's scheme is, and I think the better way is to request Captain O'Brien, who is a very able man, and has had great railway experience, to make his own estimate.

1703. *Chairman.*] It being granted that the time occupied between London and Edinburgh would be less by nearly an hour by the Great Northern than by the Midland route, all things being equal, is not it possible to accommodate the western traffic, and all the other traffic from Ireland and the West of England, so as to meet that acceleration?—It is not possible to do it, in my opinion, without injury to some of the parties interested in that correspondence.

1704. You stated, did you not, that it would be necessary, in order to effect that, to make the hour of departure at Dublin and at Bristol earlier than at the present time?—Yes.

1705. And that you could not increase the speed from those districts sufficiently to meet the train?—We could not, even by the scheme which the Postmaster-general has in view; we have found it necessary not to accelerate the train over the Midland line to the extent which we believe practicable, in order that we may not reach Normanton too early for the mails from Ireland.

1706. Can you offer to the Committee any reasons why the speed between Crewe

Crewe and Normanton should not be accelerated in the same proportion as on the other lines on which the northern mails run?—The Committee will be aware that the power of the Postmaster-general is very limited in these matters; he cannot require a company to run at that high speed, unless there are other trains upon the line running at the same speed. Upon the particular line, we have taken (according to my recollection) the Parliamentary limit of 27 miles an hour, including stoppages, which gives a running speed of 29 miles.

1707. Supposing Parliament were to alter the Act of 10 & 11 Vict., c. 85, so as to enable the Postmaster-general to fix the speed at which the mails should be carried, the speed of the mails from Crewe to Normanton might be accelerated much beyond what you have now stated, might it not?—I presume it might; I could not speak decidedly without inquiry as to whether the line presents any difficulties. So long as we keep ourselves within the speed of the actual trains, it is unnecessary to make any such inquiry; if we exceeded that limit, then we should have to go to the Board of Trade to learn whether such a speed would be safe and practicable over the particular line; and even then another inconvenience would arise, and the inconvenience would be this, that the mails from Ireland would reach Crewe at an earlier hour than was necessary for their reaching London; and we must either have a train to bring up those mails at once to London, or they must wait for the coming up, as they now do, of the train from Carlisle. If the former alternative were adopted, there would be an additional expense; and if the latter alternative were adopted, I am afraid that the gentlemen from Ireland travelling by that train would be very much dissatisfied by the detention at Crewe.

1708. In the question that has just been put, I am not contemplating that letters from Ireland to London should be sent by Normanton, but should go as they do at present, from Holyhead to Crewe, and from Crewe up the North-western line; but that the letters coming from that same mail, instead of going to Tamworth should be sent in a direct line across to Normanton?—That is a part of the plan which we have in contemplation: it is intended to send them in that way; but I understood the Honourable Member to ask whether, in the event of their being carried at a higher speed, we could not reach Normanton in time for an earlier train over the Great Northern. I believe we carefully examined that point, and my recollection is, that there was no speed which was at all practicable, which would enable us to go from Crewe to Normanton within the time which would be allowed, and that it would, therefore, be necessary still to leave Dublin somewhat earlier, and that would involve inconvenience at Dublin, and delay (so far as the passengers were concerned) at Crewe.

1709. Mr. *Milner.*] It would be impossible, would it not, for the trains to arrive at Normanton more than an hour sooner than they do now, taking this line from Crewe to Normanton?—Taking the present time of arrival of the Irish mails at Crewe, it is very likely that the mails might be sent on from Crewe to Normanton in less time than might now be allowed; but it is a part of the general scheme to accelerate the mails from Ireland to London, and the effect of such an acceleration would be to bring up the Irish mail to Crewe at a later hour than at present, and therefore the time between Normanton and Crewe would be diminished.

1710. That is, to give a later hour for the departure of the mail for Dublin?—Yes.

1711. Mr. *Fortescue.*] Do you remember that part of the Lord Provost of Edinburgh's evidence, in which he attached great importance to the trains by the east and west coasts meeting at Stirling and going northwards?—Yes.

1712. What is your opinion upon that point?—My opinion is, that it involves the question of using the Great Northern Railway, because otherwise it would be quite impossible to bring up the mail to Stirling in time to meet the western mail; and even if the Great Northern were used, there must be some delay as regards the western mail, Stirling being nearer to London by the western route than by the eastern route.

1713. Mr. *Milner.*] It is the Green Hill Junction, is it not, to which you refer?—They are in effect the same. The Lord Provost mentions Stirling, which is a little further north.

1714. Mr. *Fortescue.*] Would it not be the case that all that portion of the eastern mails which would be left behind by the Great Northern train, and which the Honourable Member for the city of York proposes to carry on as he suggests,

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could not be brought to meet the western mail at Stirling, but would be delayed till the next day?—Yes, certainly.

1715. Mr. *Milner.*] They do not have that advantage already, do they?—No, they do not; the western mail goes right on, but the eastern mail arrives too late to fall in with it.

1716. Mr. *Liddell.*] Is it your opinion that, keeping all the communications as they are now, and adopting one entirely new train upon the Great Northern for the convenience of the towns situated upon that line of railway, and for the purpose of conveying the London correspondence direct to Newcastle and Edinburgh, considering the additional advantages that the public would gain by the adoption of that train, it would be worth while to incur the expense of it for the sake of giving that increased accommodation?—I think it would not be worth the additional expense, indeed I have very great doubts whether there would be any increase of accommodation. The expense I have estimated at 33,200 *l.*, and I certainly do not think that any convenience afforded by the plan would be worth the expenditure of so large a sum of money.

1717. It is your decided opinion that it could not be done for less?—I should not think it safe to estimate it at less; my opinion is, that it is even more probable that the estimate would be exceeded than otherwise; but there is great uncertainty always in the awards of the umpires, as shown by the recent case which has been laid before the Committee.

1718. Mr. *MacGregor.*] The service of the Post-office is a service of combination at almost all points?—Yes; it is a very complex system, and a disturbance in any part frequently involves disturbance almost throughout the ramifications of postal distribution.

1719. Therefore it follows, does it not, that it is impossible for any person to frame time-bills for the Post-office, without knowing the general ramifications of the service?—I think so.

1720. So that the responsibility of arranging the postal service for the public must rest with the Postmaster-general and his officers?—No doubt of it.

1721. He certainly has kept economy very principally in view, has he not?—Perhaps the Committee will not think that, when I say that we spent last year 372,000 *l.* in railway communication.

1722. You could have no difficulty in showing the number of miles which were run by the railways to obtain that payment?—No; we have recently made a return, I think not for the last year, but a recent year; the average is, I think, about 10*d.* a mile; that includes all the smaller mails where we only use the ordinary passenger trains; they cost, perhaps, 1 *d.* or 2 *d.* a mile.

1723. Mr. *Herbert.*] Can you say what was paid by the mail coaches for a similar service?—Not accurately; but I happen to recollect that the total payments for conveying the mails are about four times as great now as they were under the old system.

1724. Mr. *Divett.*] Can you state the exact proportion due to that particular year?—Some portion, no doubt, would be for previous years; but, on the other hand, a part of the service of that year remains unpaid. I think it is about equivalent to the payment for the service of the year.

1725. That is about the sum due to the railway, the company, for the whole service of the particular year?—Yes.

1726. Mr. *Fortescue.*] You remember that one witness spoke of 6 *d.* a mile for the use of an ordinary passenger train, as a very small sum?—Yes.

1727. Do you agree with that?—Certainly not; 6 *d.* a mile for conveying a few bags by an ordinary passenger train would be a very extravagant payment; even if we had the whole of a second class compartment, it would be a very high rate.

1728. Mr. *Milner.*] Was not that the cost of the train?—No. The evidence referred to is that of the Lord Provost of Edinburgh; he spoke of a sort of supplementary mail, and that certain bags that were left behind might be sent by the first passenger train, and he expressed an opinion that 6*d.* a mile would be a very low rate of payment for such a conveyance.

1729. You anticipate that you would have to pay a much larger sum than that, if you put on a special train?—If we put on a special train, and place it under notice, I expect we should pay a larger sum.

1730. I mean the special trains that you alluded to?—Of course.

1731. *Chairman.*] The next case of complaint that has been brought before this

this Committee is one from Macclesfield, and the chief complaint is with regard to the insecurity of the mail conveyance between Chelford and Macclesfield, which appears to be carried on by a mail-cart. It has been stated to this Committee, that that mail-cart from time to time has met with accidents, and that it has been found deserted on the road, has been upset, and the mails have in consequence arrived in Macclesfield with great irregularity; have those cases been brought under your notice?—Not under mine; probably they were brought under the notice of Colonel Maberly, or of one of the Assistant Secretaries.

1732. Mr. *Egerton.*] No doubt, from your long experience at the Post-office, you are aware that there have been frequent memorials on the part of the inhabitants of the Potteries and Macclesfield as to the present state of their postal arrangements?—Yes.

1733. Are you aware that the principal ground of complaint was the great insecurity of their letters, in consequence of being carried by carts?—I believe that that has been the principal ground.

1734. You are aware that it was also stated, that means existed for carrying their letters by means of the North Staffordshire railway?—Yes.

1735. Will you tell this Committee what is the objection that the Post-office entertains to using that railway? Mr. Ricardo made a distinct offer, did he not, of the North Staffordshire railway to carry the mails at the rate of 1,000 *l.*?—(Mr. *Page.*) Lord Canning was of opinion that the additional accommodation which the acceptance of that offer would have afforded, was by no means sufficient to justify him in incurring the additional expense.

1736. Have you any means of telling the Committee what the additional expense would have been?—I stated that I found it 800 *l.* a year, but since then I have prepared a more exact statement of the probable increased expense. One or two of the items are estimated, and therefore I call it "the probable increased expense," which would be 606 *l.* 6 *s.* 4 *d.* a year, for using that railway for the night mail.

[*The following Table was delivered in:*]

STATEMENT showing the present Expense of transmitting the NIGHT MAIL to the *Potteries*, *Stone*, *Congleton*, and *Macclesfield*, contrasted with the Expense that would probably be incurred if the *North Staffordshire* Railway were employed for the Night Mail Service.

PRESENT EXPENSE.	£.	*s.*	*d.*
Mail cart from Stafford to Stone and Eccleshall.	108	–	–
Pair-horse van and guard between Whitmore station, Newcastle and Stoke.	200	–	–
Mail cart from Stoke to Lawton (twice daily).	*180	–	–
Mail cart from Stoke to Longton (twice daily).	*70	–	–
Mail cart from Newcastle to Leek	140	–	–
Mail cart from Newcastle to Trentham.	60	–	–
Mail cart from Congleton to Holmes Chapel station.	70	–	–
Mail cart from Chelford station to Macclesfield.	130	–	–
Allowance to man who acts as guard to the above.	18	5	–
£.	976	5	–

PROBABLE EXPENSE.	£.	*s.*	*d.*
Mail cart from Stone to Eccleshall (estimated).	60	–	–
Station messenger at Stone -	18	5	–
Mail cart from Stoke to Newcastle	40	–	–
Mail cart from Stoke to Lawton (twice daily).	*180	–	–
Mail cart from Stoke to Longton (twice daily).	*70	–	–
Mail cart from Stoke to Leek (estimated).	120	–	–
Mail cart from Stoke to Trentham (estimated).	50	–	–
Station messenger at Congleton -	26	1	4
Station messenger at Macclesfield	18	5	–
Proposed payment to the North Staffordshire Railway Company for night train between Stafford and Macclesfield.	1,000	–	–
£.	1,582	11	4
Deduct - - £.	976	5	–
Probable increased Expense - £.	606	6	4

* The contracts for these rides include the *Day* as well as the *Night* Mail Service.

1737. Can you tell the Committee what is the expense now of carrying letters by the day mail, say in the last three months, and likewise of the existing mode of communication by carts?—I have left out of this statement most of those expenses which are common to both sides, but I have introduced some common items,

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items, for the sake of furnishing information which I understood was desired. The mail-cart from Whitmore to Stoke and Newcastle costs 200 *l.* a year. "Mail-cart from Stoke to Lawton, twice daily, 180 *l.* a year. Mail-cart from Stoke to Longton, twice daily, 70 *l.* a year." Therefore I may say that the whole expense of serving the Potteries with their night mails by carts amounted to about 340 *l.* a year.

1738. The Committee have been told that the rate of remuneration to the guards is very small; 7 *s.* a week?—The payment per week to the man who travels between Chelford and Macclesfield is 7 *s.* a week for the additional duty at night, not for the whole duty which he performs for the Post-office.

1739. Do you consider that a sufficient payment for the service of an able-bodied man?—That man, I believe, receives other remuneration.

1740. I have been told that he receives 3 *s.* 6 *d.* a week?—I think he receives 7 *s.* or 8 *s.* a week for other services.

1741. How is that made up?—He receives payment at the rate of 7 *s.* or 8 *s.* a week for other Post-office duty.

1742. What are those services?—Principally in meeting the mail-trains during the day, I believe.

1743. Have you made any inquiries as to that custom that we have heard of, of charging an extra penny for a letter beyond half-a-mile from the Post-office?—I have. Since I last gave evidence, I have made inquiries in regard to the practice on that point, and I was directed particularly to inquire whether the question had been ever raised as to the legality of such a charge, and the memorandum given to me is as follows: "The question has recently been raised whether the Post-office is required by law in all cases to deliver letters at the residence of the person to whom they may be addressed, whatever be the situation of such residence, and the following is the opinion given by the solicitor to the department upon the subject: 'There is nothing in the Act of the 3d & 4th Victoria, chapter 96, for regulating the Duties of Postage, which renders the Post-office liable to deliver letters at places beyond the limits of delivery fixed in conformity with the 64th section of the Statute, and a postmaster or messenger is not bound by law to deliver letters beyond such limits.'"

1744. Are the Committee to understand that the Postmaster-general does fix the limits of every post-town?—(Mr. *Rowland Hill.*) Yes.

1745. Is that exhibited anywhere; does it remain in the Post-office, or have the inhabitants of the district the means of knowing it?—I think that they must always know it; it is known at the post-office in the place, of course.

1746. Is it affixed to any part of the post-office, so that every person may go and see it?—No; I do not think that there is any information placarded.

1747. The Committee have been informed by a witness, that in some instances there was a greater charge than that of a penny. Are the Committee to understand, that it is the rule of the Post-office to charge two-pence?—The Post-office really charges nothing; it is a matter of agreement (it may be said) between the recipient of the letter and the person who brings it. The person who brings it has no right to demand anything; but the alternative is this, that if the person to whom the letter is addressed is unwilling to pay, then he must send to the Post-office for it.

1748. Mr. *Fortescue.*] The Post-office does not undertake to deliver letters beyond a certain limit?—No; but it has no right to demand anything for the service when it does perform it.

1749. Mr. *Egerton.*] One of the great complaints from the Potteries and Macclesfield, is as to the want of knowledge on the part of the surveyor of the district; have you had that brought under your notice?—Yes.

1750. Three or four of the witnesses dwelt very much on the circumstance, that the public were charged as much as two-pence for a letter, and that the letter was refused if they did not make that payment?—For a very considerable time the revision of the rural posts has been in progress throughout the country, but perhaps it may not have extended to that portion.

1751. I am anxious to know exactly by whom those limits were settled; whether it is in the power of the postmaster of the particular district?—Certainly not; they are settled, as all questions are determined, by the Postmaster-general; but on the report of the surveyor of the district.—(Mr. *Page.*) Within the last two months, an extension of the delivery has taken place in the neighbourhod of Shelton and Hanley, and Northwood; I think that was the very grievance to which

which Mr. Hollings referred in his evidence. At present, the letters for Shelton and Hanley are sent from Stoke to Hanley to be sorted for delivery, and are thus despatched from Stoke about five hours before they are delivered. They are delivered by a regular letter-carrier, and two auxiliaries who assist in the first delivery only. The walks are all long, and it is generally from three to three and a half hours before the delivery is completed. In future the Hanley and Shelton letter-carriers will start from Stoke, and the delivery will be effected within two and a quarter hours by the appointment of new letter-carriers. This arrangement will not only ensure an earlier delivery all over both towns, but by making that part of Hanley, called Northwood, to be added to the free delivery, and other streets not now delivered, about 130 letters a week will be distributed free which are now charged.

1752. Are you aware that, if the North Staffordshire Railway was employed for the purpose of the transmission of the night letters, there would be considerable time saved to the inhabitants of the Potteries, which is a great object in a large commercial district?—(Mr. *Rowland Hill.*) No doubt the mails would reach their destination earlier, but I think they now arrive as early as is useful.

1753. But in going from the Potteries to London they would gain two hours, I am told?—Yes; but provided that letters can be posted up till eight o'clock in the evening, we do not feel bound to incur much expense to give a still later hour.

1754. Are you aware at what hour they now are posted for London at night? —I think about eight o'clock; that was stated in evidence.—(Mr. *Page.*) A statement has been prepared, showing how much later the despatch would probably be from the Potteries; and the effect is, that the despatch would be extended by only three-quarters of an hour from each place, on the average; that applies to all the different towns; I can put in a statement to that effect.—(Mr. *Rowland Hill.*) There is very little gained in using the railway for very short distances, because there is the time of sending to the station, and a margin must be allowed for irregularities.

1755. You stated the other day, did you not, that arbitration was the rule of the Post-office?—It is the rule of the companies rather than of the Post-office.

1756. Are you not aware that the North Staffordshire Company have always been anxious that this case should go to arbitration?—I am not aware; but I have no reason to doubt it.

1757. Do not you know that in the numerous deputations which have waited upon the Postmaster-general, it has always been urged by Members of Parliament and others, that the North Staffordshire Company was anxious to go to arbitration upon that subject?—Very likely; but it does not therefore follow that it would be right and proper in the Postmaster-general to send the mails by railway, because it will be at once seen that a fair and proper award for the service may be higher than the expense which the correspondence and convenience of the public would justify, and it is therefore no answer to the objections on the part of the Postmaster-general that the companies are willing to go to arbitration; they are obliged to submit to that course by Act of Parliament.

1758. Then, when an answer is given by the Post-office that the North Staffordshire Company asks too much, and then the company say they are willing to go to arbitration, surely that gets rid of the question of expense, does it not?—I think not; quite the contrary; we do not accuse the company of any unfairness in the matter.

1759. You say they ask too much?—No; I have not said so, that I am aware of; what I mean is this, that the service may be such as to justify the Postmaster-general in making a certain moderate payment, but nothing beyond that; and if the matter is left to arbitration, the umpire will of course determine the payment with reference to the expense and inconvenience to which the company is subjected, and not with reference to the benefit of the public in conveying the correspondence.

1760. Can you give the exact sum which they do pay for this day mail to North Staffordshire?—Twopence a mile.

1761. Is that by passenger trains?—By ordinary passenger trains.

1762. I think Mr. Ricardo, the chairman of that company, said that he was willing to do the whole service for 1,000*l.* day and night?—Not day and night; the night service only.—(Mr. *Page.*) Mr. Ricardo did say so, but it was afterwards corrected.—(Mr. *R. Hill.*) There is no doubt that 1,000*l.* is a small sum as

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compared with what we pay to other railway companies for similar service, but it does not therefore follow that 1,000*l.* may not be too much as compared with the convenience which the public would derive from the use of the railway.

1763. Are you not aware of a very strong feeling existing among the whole of the population of that country upon this subject?—I am aware that we have had a strong expression of feeling from many parts of the district upon that subject.

1764. Do you think it wise to set at nought such a strongly expressed opinion?—I think that the Postmaster-general must be guided by his own opinion as to what is proper and expedient. I am afraid that if he were to send mails by railway every time they are demanded by the public, the whole revenue of the Post-office would very soon be dissipated.

1765. Will you give the Committee some estimate of what the expense of those additional guards will be that are to be put on the mail carts in that district?—(Mr. *Page*.) I think there is some mistake on that point; the guards that the Postmaster-general has promised are to the two mail carts between Chelford and Macclesfield, and between Whitmore and Stoke; he has not promised any guards to the two mail carts which work from Stoke, and which are not really night carts. Lord Canning's instruction to me was to put guards to those two carts, and on no others.

1766. What is the estimated annual expense of those two guards?—In the case of Macclesfield and Chelford the additional expense is 7*s.* a week, and in the case of Stoke and Whitmore, besides establishing a guard, we are going to establish a mail cart worked by a pair of horses on four wheels, which is much more convenient. The contractor will furnish the guard, as well as the horses and larger cart, for the whole of which service we shall pay him 200*l.* per annum; that is, from Whitmore to Newcastle and Stoke.

1767. You were sent down, were you not, by Lord Canning to make inquiries?—Yes.

1768. With whom did you put yourself in communication?—With the surveyor of that district, and with the surveyor of the adjoining one, in which Macclesfield is situated; and also with the Postal Committee, formed in the Potteries, for arranging this matter between the Potteries and the Post-office.

1769. Did you receive any suggestions from them?—Yes, a great many from Mr. Ridgway and Mr. Hollings, and I discussed the matter very freely with them.

1770. You came to the conclusion that it was better to continue the present mode of communication, did you not?—I came to the same conclusion that had been arrived at before, that the increased facilities that would be given by the use of the railway for the night mail were not sufficient to justify the expense. I was not directed to report upon it; I alluded to it incidentally in my report; my mission was to establish a day mail.

1771. Have you a copy of the instructions which you received from the Post-office?—No, but I have already handed in to the Committee a copy of my report.

1772. Mr. *Fortescue* (To Mr. *Rowland Hill.*)] With respect to the complaints from the Potteries, I find from the evidence that the principal subject of complaint is the supposed insecurity of the letters travelling by the mail carts. I find that there is little or no complaint of the hours of arrival of the London letters. One witness says: "We have no particular fault to find with the delivery; we have the letters quite as soon as we should probably have them if brought the other way, as early as we should wish to have them." He also says that he makes no general complaint of the irregularity of the mails, but that it is the insecurity that they complain of. It appears that the supposed insecurity relates to the frequent remittances of cash by post; do you think it the duty of the Post-office to go to a largely increased expense to provide for the security of cash remittances by post payable to bearer?—That is a very difficult question to answer. I think it is the duty of the Post-office to take all proper means to secure the safety of the mail; but it appears to me that if gentlemen choose to send cash in letters, and cheques neither crossed nor made payable on endorsement, it is hardly fair to call upon the Post-office to incur heavy expenses to render that practice safe. Indeed I would point out that whatever may be done by the Post-office, such letters must in their progress from the writer to the receiver be exposed to serious danger; because even if the conveyance were wholly by railway, still the letters must be sorted, and they must go into the hands of the letter-

letter-carriers to be delivered; and at the Post-office the practice is felt to be very objectionable; that it is wrong to tempt our letter-carriers and others to dishonesty by heedlessly enclosing in letters cash and cheques payable to bearer. It appears to me also that if the few individuals, who are in the habit of remitting such letters, are fearful that the mails may be robbed, it is rather their duty than that of the Post-office to incur the heavy expense which would result from their being sent by railway. If the Post-office incur it, then it is in effect incurred by the public at large, and the convenience of a few is enjoyed at the cost of the many.

1773. Are you aware upon what facts the alarm with respect to the supposed insecurity of those mail carts is founded?—I understand the alarm to arise from the fact of cash being frequently sent in the letters which are carried by the mail carts.

1774. Mr. *Egerton.*] Is it not founded upon cases of neglect on the part of the drivers of those carts?—Cases have been mentioned of neglect. Of course drivers of carts will occasionally be negligent, but in point of fact the robbery of a mail cart is an exceedingly rare event. Theoretically it seems to be most unsafe, but practically the conveyance of the mails by cart is very safe.

1775. Can you not put in a Return upon that subject?—Yes; it is a Return of the number of prosecutions for robbery of mail carts. The total number of prosecutions for the United Kingdom is five in four years; the number of convictions, or rather, of persons convicted, is seven.

1776. Are all those cases conducted by the solicitor of the Post-office, or are solicitors in the country ever employed?—They are conducted by the Post-office.

1777. Are others conducted in the country by solicitors at the sessions?—No; by the solicitor of the office. There is a solicitor in each portion of the kingdom; one for England, one for Scotland, and one for Ireland.

1778. Mr. *Fortescue.*] The Committee have only heard of one attempt at the robbery of the mail carts in this district, and two upsettings; are those accidents sufficient to justify the alarm of the inhabitants?—No; I do not think that there is cause for much uneasiness on the subject; the law very properly protects the mails however they may be carried, and it has so happened that the only very serious robbery that has occurred for many years was the robbery of a railway train.

1779. Do you remember the answer of one of the witnesses, who seemed to think that a reference to arbitration was quite sufficient security for the Post-office, and that there was nothing more to be said upon the matter; and do you agree with that opinion?—No, I do not. There is great uncertainty in the amount awarded; that is shown by the award lately laid before the Committee. The payment under the previous award, for the up day mail for instance, over the York, Newcastle, and Berwick line, was 1*s.* 3*d.* a mile; there was no alteration whatever in the service; it continues precisely the same, but another umpire awards 3*s.* a mile. The Postmaster-general would not be justified in granting all the mails that the public desire, and all that it is important that the public should have, if he is to be exposed to the risk of such very heavy payments. It is for that reason, among others, that we always desire, if possible, to make arrangements with the companies previously.

1780. Do you remember the answer of Mr. Ricardo, in which he states that the charge for the bags carried on the North Staffordshire line is very considerably less than he would charge for any bale of goods?—Yes.

1781. Have you any observation to make upon that answer?—I think that Mr. Ricardo is mistaken. The Post-office would be very glad to be put on an equality with the public in that respect. If this Committee should see fit to recommend that the Post-office should pay no more than the public pays for the conveyance of goods and parcels, our expenses would be very materially reduced.

1782. Mr. *Egerton.*] As a general rule, do you think that would be the case?—Certainly. Taking into account that the service is a daily one, I am not sure if we paid the same sum that the public pays for sending a single parcel, that we should not in some instances pay more than we now do; but if the Post-office paid no more than the public is accustomed to pay for a service recurring regularly every day, then we should pay very much less. I may mention, as an illustration, that one of the cheapest mails we have is one that was arranged with the Great Northern Company, under which arrangement we actually paid for our bags at the ordinary parcel rates, the full rates which any one

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would pay for sending a single parcel, and though we save the company the whole cost of the delivery of those bags, and pay the full rate upon each, it is a very economical mail; I know that persons sending newspaper parcels daily, pay upon some lines—upon the London and North-western for instance—one-half of the usual parcel rates, and we should be very glad to be put upon a similar footing; of course I speak of the ordinary trains; where we prescribe the hour of the train, it is quite right that we should pay for the restriction.

1783. Mr. *Fortescue.*] Do you recollect Mr. Ricardo saying that his company, in carrying the mail bags from Stafford by an ordinary train at a charge of 2 *d.* a mile, is doing a service to the Post-office at an unremunerative rate; and he gives as one proof of that, the fact that books and small parcels are sent very cheap by post, and that "therefore all railways not only lose by the actual carriage of the mail when they charge that low price, but they also have a positive loss from the parcels which are carried by the Post-office." And again, "if you take the mails at a very low rate, you do not get those parcels." Does not it strike you that whether the North Staffordshire train had been used or not by the Post-office, those books and small parcels would have been equally posted by the public, and equally would have gone to their destination?—Yes; in the one case they would go by railway, in the other by cart.

1784. So that there is a fallacy involved in that answer of Mr. Ricardo?—It appears to me so; even if it were otherwise the railway companies have no legal monopoly of parcels.

1785. Mr. *Egerton.*] Are you aware that there has been a great deal of dissatisfaction expressed on the part of the people of Macclesfield at the want of communication with the large towns which are the seats of the silk industry; have you had your attention called to that fact?—Yes; I have read the evidence with care.

1786. Could you devise any means of remedying that complaint?—I am individually very much in favour of frequent communication between neighbouring towns, especially when they are engaged in the same trade; whether the communication between the towns of the Potteries is sufficiently frequent or not I cannot say without examination; my own leaning is towards giving very great facilities in that way.

1787. Take the case of the towns of Leek and Congleton, Macclesfield being the metropolis of the silk trade, and those two towns having a very large number of factories, and there being perpetual communication between them, the same masters perhaps having branch establishments in each of those towns; we have heard that a communication takes two whole days between those towns, though there is a railway which would bring a letter in the course of 12 hours?—I think the communication is such, that a letter sent one day is answered the next.

1788. In the case of a letter written on Monday, the answer would not arrive till Wednesday?—No.

1789. Has the attention of the Post-office been turned to remedying that complaint?—I am not aware. It appears to me that it is a matter which should be investigated. I have a very strong opinion of the importance of giving very great facilities under circumstances of the kind.

1790. Are you not aware, from the immense success which your own scheme has met with, that greatly increased facilities for letters always bring a return in the shape of increased correspondence?—I think that all the experience of the Post-office confirms the position that to afford facilities within a moderate compass, is always profitable; but there again the high rates of payment to the railway companies stand in the way. If the Postmaster-general had power to send a small bag of letters by any railway train that was actually running at a low rate of payment, it is a power which he would readily and gladly exercise for the public advantage. But those supplementary mails, however important, are always small, and will not bear a heavy charge; unless, therefore, they can be carried at a low rate they cannot be carried at all.

1791. Is 2 *d.* a mile a heavy rate?—That would be a high charge for those additional mails; for what I call the supplementary mails.

1792. *Chairman.*] There has been a complaint made to this Committee from the neighbourhood of Bristol, of a very serious kind, as to the average delay in the arrival of the mail from Tamworth to Bristol; that, on the average, two days out of every seven, the mail from Tamworth to Bristol does not arrive at all?—I was a little startled to see such a statement, because our returns are not at all consistent with it.

it. There is no doubt that at the time that the railways were blocked up with snow, there was very great irregularity all over the country; but I think that no complaint should be founded upon the state of things which existed at that time.

1793. The statement is that the mail arrives at Tamworth at 12.42 at night, and that the Midland mail ought to leave Tamworth at five minutes past one, but that in consequence of the irregularity in the arrival of the mail at Tamworth the letters have to be sent round by London from Tamworth to Bristol?—In the event of the failure of the junction, some of the letters would be so sent, but this has happened very rarely; we have taken an account, and we find that there has not been a single instance of failure in the Midland line, as regards these letters, since the 26th of January last.

1794. But a witness who was before the Committee was asked this: "Is it of frequent occurrence?" and his answer was, "Twice a week, very often; I have communicated with the Post-office authorities upon that subject personally. The Chamber of Commerce has taken a great deal of trouble without success. The subject is felt to be one of the greatest importance in the city of Bristol, so much so, that a public meeting was held some months ago upon the question"?—Our records show that there has been no failure since the 26th of January last as respects the Midland mail; there has been a failure as to the North-western mail as late as the 18th of February, and that was the last.

1795. But this witness states that so late as the 10th of March last a deputation from the Chamber of Commerce had an interview with Lord Canning upon the subject?—Very likely.

1796. Are you aware of any such remonstrance having been made?—I was not present when that deputation was received, and I have no means of knowing what took place except from his Lordship's record; I do not think there was anything of the kind mentioned then, but we have consulted the time-bills, and the result is that which I have stated, so that it would appear either that the witness must have been speaking of a state of things that occurred several months back, or that he must have been mistaken as to the facts of the case, or that our records are wrong; we, of course, do not consider them infallible.

1797. Is a record kept of the failure of every mail to arrive at its proper time?—It should be kept; but these things are not done with absolute regularity, though with as much as we can secure.

1798. In the event of the mail from the north arriving at Tamworth beyond the time at which the Midland train leaves Tamworth for Bristol, would that circumstance be stated officially to the Post-office?—It should be stated; it would be the duty of the guard to state it; there are such statements. In February last there was a failure, but the memorandum says, "Overtook the train at Birmingham;" that would therefore involve no irregularity in the arrival at Bristol, therefore I have not included that instance.

1799. Is that paper which you hold in your hand a record of all the cases?—It is an abstract from the time-bills on the subject, beginning with January (*the same being handed in*).

1800. By this I see there are only four failures mentioned between January and the 8th of May?—No; the last of them was on the 26th of January. In the winter everything was thrown into confusion by the snow storm; I believe for five or six days in succession we had not a single mail-bag from Aberdeen. Again, of course, those failures were more frequent at the time that the trains were irregular; as I have already stated, there has been a very great improvement in the last few months in the working of the trains.

1801. Mr. *Liddell.*] Is there a greater improvement than takes place every year at the corresponding period?—Yes, I think the trains are at this time more regular than they have ever been at any previous period in my recollection.

1802. To what do you attribute that?—I attribute it very much to the attention that was drawn to the subject, first by the circular which the Postmaster-general instructed me to address to the companies, and afterwards by the discussion in the House with reference to the appointment of this Committee.

Jovis, 25° die Maii, 1854.

MEMBERS PRESENT.

Mr. Wilson Patten.	Mr. Alexander Hastie.
Mr. H. G. Liddell.	Mr. Thompson.
Mr. Wilson.	Mr. Blackett.
Mr. Fortescue.	Mr. Milner.
Marquis of Chandos.	Mr. Horsfall.
Mr. James MacGregor.	Mr. Egerton.
Mr. Hamilton.	Mr. Divett.
Mr. Henry Herbert.	Mr. Philipps.
Mr. Cowan.	

JOHN WILSON PATTEN, Esq., IN THE CHAIR.

Rowland Hill, Esq., was called in; and further Examined.

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1803. *Chairman.*] DO you wish to make any remarks upon the evidence which has been given to this Committee?—There are many points which I think require further remark.

1804. Mr. *Wilson.*] Will you refer to Question 1510 of your evidence, in reference to an answer which you gave on a former day, with regard to the detentions at the Tamworth Junction; have you any observations to make upon that?—I stated, in answer to Question 1510, that I would ascertain whether there had been any other cause of delay at Tamworth than those of which I was then aware. With this view I summoned the inspecting guard from Tamworth, the person whose duty it is to see that the mails leave the station punctually; and I found that the rule which had been followed till within about two months from the present time, was not exactly that which I had, from inquiry in the London Post-office, understood to be the rule observed. The rule followed at the time of which I speak appears to have been this: that the train from Tamworth to Derby was detained to an extent of 10 minutes when the up-mail from Ireland had not arrived; in addition to the 10 minutes' delay which might possibly arise from this rule, there would of course be a further delay in transferring the bags from one train to the other. I would add that, since the 29th of March, the train has not been detained the 10 minutes. The rule now is this: that whether the Irish mail has arrived or not, the train for Derby starts at its appointed time, or as soon after as the bags can be transferred from one train to the other.

1805. Therefore, that detention of 10 minutes, which might have taken place in former times, has been remedied since the end of March?—It has, but still there is a certain amount of detention; or rather there may be, in the event of irregularity, a certain amount of detention, in consequence of the transfer of the bags from one train to the other.

1806. But not a greater amount than your answers on a former day indicated in that respect?—I think I must admit, that the irregularity in the departure of the train from Tamworth to Derby may be somewhat greater than I was aware of.

1807. Not on account of the transfer of the mails from one train to the other?—That may possibly lead to a detention to the extent of a quarter of an hour if the Irish mail should not arrive till the time appointed for the departure of the mail for Derby; then of course the mail for Derby would be detained during the whole of the interval necessary for transferring the bags from one train to the other, and that may extend to as much as a quarter of an hour; that I believe to be the maximum.

1808. A detention of that kind must be common to every junction where two mails join?—It is.

1809. Is there anything peculiar in the case of the transfer of these mails, to lead

lead to a detention of the mails, more than the detention of the mails at any junction?—Certainly not.

1810. Mr. *Liddell.*] Am I to understand that the quarter of an hour is the maximum delay allowed at any station for the transfer of bags?—No; I speak of the time which is occasionally occupied at this particular station. At this particular station there are some peculiar difficulties, owing to the two lines not running one into the other; one line runs over the other, and therefore the bags have to be raised from one line to the other.

1811. Mr. *Wilson.*] But whatever detention may have taken place, from this or any other cause, at Tamworth, are you aware of any detention having taken place in the departure of the mail from Derby in consequence of those detentions at Tamworth?—The detention at Tamworth may lead to some delay in the departure from Derby; there is an interval of ten minutes allowed between the appointed arrival of the train at Derby, and the appointed departure of the train from Derby; but if the train, in leaving Tamworth, is at any time detained to the extent of a quarter of an hour, which is a possible, though not a probable state of things, then it is likely that the train would leave Derby somewhat late. But at the same time I should say that, now that the trains arrive from Ireland and elsewhere with comparative regularity, such delay, even of a quarter of an hour, or any delay at all, is a rare circumstance at Tamworth.

1812. Is it not the case, that the mail which goes to Tamworth leaves London a quarter of an hour earlier than the mail which goes direct to Derby, and that thereby you have a margin of ten minutes within which, if the mail from Tamworth arrives at Derby, no detention there need take place?—No detention beyond that which is necessary for the transfer of the bags from one train to the other. I should mention that this change, namely, the abolition of the delay of ten minutes, cannot account for the improvement which took place in the month of March, as stated by Captain O'Brien, because the order was not issued from the chief office till the 29th of March, nearly the end of the month.

1813. It would only come into effect in April?—It might come into effect just at the end of the month; therefore it cannot account for any great improvement in the month itself.

1814. I wish to call your attention to Questions 509 to 513. A good deal of evidence has been given as to the compulsory power which the Postmaster-general has in employing railways; and it has been stated, I think by Mr. Ricardo, that the Postmaster-general has the right to employ any train which is running, to send a guard with bags, as a passenger, at a second-class fare. Now is there any limit to that power which materially affects it?—There is. The right of the Postmaster-general to send bags from one terminal station to another is fully acknowledged, but his right to send bags to any of the intermediate stations is denied; and the Committee will see that a right to send bags through the whole line, unaccompanied with a right to exchange bags at the intermediate stations, is of very little value. It is very desirable that the point should be made clear; sometimes the law has been interpreted one way and sometimes the other.

1815. Mr. *Egerton.*] Will you state what the Act of Parliament is under which this difficulty has arisen?—The 7 & 8 Vict. c. 85, s. 11.

1816. That clause does not say anything about the termini, does it?—This is the clause: "And it shall also be lawful for the Postmaster-general to send any mail guard with bags, not exceeding the weight of luggage allowed to any other passenger (or subject to the general rules of the company for any excess of that weight), by any trains, other than a mail train, upon the same conditions as any other passenger: provided that in such last-mentioned case nothing herein or in the last recited Act contained shall be construed to authorise the Postmaster-general to require the conversion of a regular mail train into an ordinary train, or to exercise any control over the company in respect of any ordinary train, nor shall the company be responsible for the safe custody or delivery of any mail bags so sent."

1817. Mr. *Wilson.*] I understand the construction which is put upon the Act now is, that between two given termini the Postmaster-general may send a mail guard with one single mail, the same as a passenger may go with one single lot of luggage; but he would not be entitled to exchange bags at the different stations as he went along?—We do not ourselves admit that construction which has been put upon the law. In an uncertain state of things, of course we are rather timid in using the privilege.

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1818. Mr. *Egerton.*] Have you had that difficulty suggested by any of the railway companies?—Yes.

1819. Mr. *Cowan.*] Has there been any litigation in consequence?—Yes, there has been litigation in Scotland; the decision in Scotland was in favour of the Post-office.

1820. *Chairman.*] Was not the point decided against the Post-office in Ireland?—It was against the Post-office; the ground there taken was different.

1821. Mr. *Herbert.*] Do you always send a guard with the bags when you make use of an ordinary train?—Not always; we do if we act under that provision of the law, but we frequently send bags without sending a guard, making arrangements with the railway companies to that effect.

1822. Mr. *Liddell.*] I gather from the evidence which you have just given upon the subject of the delay at Tamworth, that the down train from London was allowed to wait, in case of the non-arrival of the Irish mail, 10 minutes, and that a further delay of a quarter of an hour might occur in the transfer of the bags. In the case of a further delay of a quarter of an hour occurring, that would make 25 minutes; do you think that that possible delay of 25 minutes is sufficient to account for the impression upon the minds of the public of a great loss of time occurring generally at Derby?—I think it will account for the impression up to nearly the end of March. I am speaking of the state of things which existed previously to the 29th of March; since then the rule has been different, and any delay has been of rare occurrence.

1823. The time-tables which were handed in showed that, somewhere upon the line between Rugby and York, a very considerable time was regularly lost?—Not regularly lost; I think the time-tables showed that there was very considerable irregularity in the arrival at York, but I do not even now admit that the detention at Tamworth can account for the whole of that irregularity; it accounts for some portion of it, unquestionably.

1824. Is there any particular point of the line where, in your opinion, that delay was greatly increased?—I think the evidence which has been given shows that, in the month of November at least, a great additional delay occurred between Normanton and York.

1825. Which line, I think you said, had been under the joint direction of two companies?—It was then, and still is, under the direction of a joint committee representing the two companies.

1826. Have any communications passed between the joint companies and the Post-office, complaining of the great loss of time upon that very short distance; did the Post-office make any complaint?—The rule of the office is, whenever there is considerable irregularity, to make it a subject of written complaint.

1827. Have communications passed between the Post-office and the joint companies complaining of the delays which occurred upon the line between Normanton and York?—I assume that the officer discharged his duty in the matter; I cannot speak of it from my own personal knowledge; we can ascertain the fact if the Committee desire it.

1828. As it appears from the evidence that a considerable portion of the delay did occur upon that short line, it would be desirable that the Committee should know if any communications have passed between the Post-office and the companies upon that point for the satisfaction of and in justice to the railway companies?—We can learn that.

1829. Mr. *Herbert.*] I think you stated that the mail train had been occasionally delayed at Tamworth by the non-arrival of the Irish mail?—To some extent.

1830. Can you state whether that non-arrival took place very often?—A Return which has been put in states the whole case; it states what delay there was at Tamworth, what delay at Derby and at York for the month of November. At that time such delay certainly was frequent, but it is not so now.

1831. I hold in my hand a Return of the arrival of the mail at Dublin, by which it appears that very great irregularity exists; can you state whether the same amount of irregularity, or anything like it, exists in the mail coming from Dublin?—A Return has been put in which supplies the information you desire.

Mr. *Page.*—The Return is given at page 14 of the first Appendix, and continued to page 18.

1832. Mr. *Wilson.*] Has your attention been called to Question 294, in answer to which Sir George Grey intimates his opinion that the convenience of the public has been sacrificed for the purpose of maintaining the penny postage?—I am aware that Sir George Grey expresses an opinion that convenience ought not to be so sacrificed.

1833. Is it a fact, that the convenience of the public, so far as regards rural communication, has been limited since the establishment of the penny postage?—On the contrary, it has been enormously extended. At the time of the establishment of the penny postage, there were about 2,000 rural posts in the United Kingdom, and there are now upwards of 7,000.

1834. Is it not the fact also, that the gross income of the Post-office now is reduced by the very much larger amount expended in the conduct of the Post-office for public convenience, than ever it was at any previous time?—Certainly; the expenditure of the department has been nearly doubled since the adoption of the penny postage.

1835. *Chairman.*] Do you mean the expenditure of the Post-office generally?—Yes; that portion which is expended in conveying the mails has been increased, I think nearly fourfold.

1836. Mr. *Liddell.*] You say that the local communications have increased from 2,000 to 7,000; is it your opinion that that great increase has been owing to the employment of railway communication?—No; I think it has very little connexion with the railways; rural posts are for the most part served by foot messengers.

1837. Since the mails have been conveyed by railway, has the convenience so afforded led to this immense increase of rural posts?—I do not think there is any connexion between the two. In point of fact, from the year 1839 to the year 1843, though railway communication was very largely extended, there was absolutely no increase at all in the rural posts.

1838. They have been increased in consequence of giving greater convenience to the public?—With a view to give greater convenience to the public.

1839. Mr. *Wilson.*] Would there not have been equally as great, or even greater facilities, for the extension of rural posts by the old mail coaches, which could drop a mail at any point as they went along, than there is by railways?—Equally as great, I think; I do not see that the use of railways affects the question.

1840. You see no intimate connexion between railways and the rural posts?—No.

1841. Mr. *Horsfall.*] Except in so far as the railways afford more frequent opportunities of communication?—I do not know that they afford more frequent opportunities of communication; in one sense the railway system makes frequent opportunities more difficult, inasmuch as the expense is so much greater.

1842. Mr. *Wilson.*] Do you remember, in general figures, what the gross income of the Post-office was before the change?—In the last year of the old system (1839) it was 2,390,000 *l.*

1843. What portion of that sum was expended in the cost of conveying the mails?—Taking the year ending the 5th of January 1838, which is more to the purpose, the gross revenue was 2,339,000 *l.*, of which the expenditure was 687,000 *l.*

1844. That is somewhat less than 30 per cent.?—Yes. In the year 1853 the gross receipt was 2,574,000 *l.*, and the expenditure 1,389,000 *l.*

1845. In the former case the expenditure, compared to the gross receipts, was barely 30 per cent., and in the latter case upwards of 50 per cent.?—It was so.

1846. Will you explain to the Committee in what respect improvements for the public convenience have been made, which have led to that largely increased expenditure?—There was first the establishment of day mails, which formed part of my plan, but which was commenced previous to the reduction of the rate. Then we have established, upon many lines, a third mail in the course of the day. Then, again, the deliveries at several towns have been largely extended in area, and in many instances increased in number. In Ireland, at the time of the adoption of the penny postage, many of the towns had no letter-carriers; they are now all served with letter-carriers. But the largest increase of expense would, I think, be under two heads; namely, one consisting of the expenditure upon the railways, the cost of conveying the mails by railway being far greater than the cost of conveying the mails by other means; and, secondly, in establishing a vast

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number of rural posts. I am not quite certain, but I think the expenditure upon the rural posts has been increased to the extent of 70,000 *l.* or 80,000 *l.* a year since the adoption of the penny postage.

1847. *Chairman.*] The increase of the rural posts has been 70,000 *l.* alone?—Yes, I think that is about the increased expenditure; a very great addition to the number of rural posts has been made since January 1851, when the Postmaster-general directed that the rural posts throughout the country should be revised, and placed upon a somewhat different footing; that has been going on ever since. An additional expenditure of upwards of 20,000 *l.* a year has been thus incurred in the rural posts; and in order to show the Committee the great convenience which has been afforded by those additional rural posts since the beginning of 1851, I would mention that they immediately provided for the delivery of upwards of 180,000 letters per week, which before were left at the post towns for people to call for. The probability is, that since the improvement that number of letters has doubled; it is now probably about 360,000 per week.

1848. Mr. *Wilson.*] Then the Committee is to understand that, in 1851, an arrangement was made for the extension of rural posts, which gave the means of the delivery of letters direct to the persons to whom those letters were addressed, to the extent of 180,000 per week at that time, which otherwise would have remained in the neighbouring post-offices until called for?—Such is the case.

1849. And you suppose that the 180,000 letters then, in consequence of the increased facilities, may represent at least double that number now?—Exactly; you will understand that the whole of the change was not effected in the year 1851; it commenced in 1851.

1850. Since 1851?—From 1851 to the present time.

1851. So that, so far from the present policy of the Post-office under the penny postage system having had a tendency to diminish the rural convenience with regard to letters, it has been enormously increased?—It has. As I mentioned, the number of offices has been increased from about 2,000 to upwards of 7,000. As late as the year 1843, there were districts as large as the county of Middlesex, into which a postman never entered.

1852. Mr. *Philpps.*] Is there any general limit laid down as to the line of deviation which these rural postmen are to take, in coming to their ultimate point; a place is mentioned as the receiving place of the letters, and the postman very often is sent a circuit in order to accommodate other places; is there any general principle laid down, as to the extent to which that circuit may be carried, so as not to interfere with the ultimate delivery of the letters at the point?—It is necessarily left very much with the surveyor of the district; he arranges the posts in such a manner as to afford the greatest possible amount of convenience to the district which has to be served.

1853. The place to which the letters ultimately come, may naturally be supposed to be the most important place; but if the postman makes a considerable circuit in going to that place, other places of minor importance get very much the advantage; they get an earlier delivery and a later return. To prove what I say, I know an instance in which the place to which the letters ultimately come is deprived of the opportunity of sending letters back by return of post, therefore the parties lose 24 hours in the power of answering letters; whereas places much inferior in importance gain that power, in consequence of the postman making a circuit to come to the ultimate point?—It seems obvious, I think, that the postman must take the places as he reaches them in making his circuit; he does not select the places, nor could he select them in the order of their importance.

1854. Then a place may be five miles from the town, which may be the most important place of all the places connected with that post-office, and yet, in consequence of the postman making a circuit in order to deliver the letters at the places of very inferior importance, instead of going the direct road, this place may be inconvenienced to the amount of losing 24 hours in the power of answering letters; is there no limit as to the amount of deviation, so as to provide against cases of such strong inconvenience?—There is no rule laid down, nor could there be any rule; every post must be arranged according to the peculiar circumstances of the case, but I see no reason to suppose that the most distant place is necessarily the most important place; that will be the case occasionally, no doubt. I think it would be a faulty system, which would require that the postman should hurry through the intermediate places to their neglect, with a view to reaching the most remote place as early as possible. The existence

existence of a rural post depends upon the power of including in the round made by the letter-carrier a sufficient number of places to make the post self-supporting.

1855. Mr. *Egerton.*] What is the greatest distance from any town which is reached by one of those messengers?—I cannot speak decidedly upon that point; but generally it is thought objectionable for a postman to walk more than about 16 miles in a day.

1856. Marquis of *Chandos.*] You lay down no limit to the length of the man's walk?—I am not aware that any absolute limit is imposed.

1857. Are there not cases of 20 miles?—I think there are some few cases where a postman walks as many as 20 miles in the day; I am not certain that there are any.

1858. Mr. *Wilson.*] Are not those cases subject to revision as complaints may be made, and as the convenience of the districts may render changes necessary?—Certainly; we have been endeavouring to anticipate the wants of the public in this matter, and at the time I speak of the surveyors throughout the kingdom were instructed to visit the several post towns of their districts in succession, and to revise and reconstruct the whole system of rural distribution.

1859. Mr. *Egerton.*] How many surveyors are there in the whole of England?—There are seven for England. To show the extent to which this has been carried, I would mention that the additional rural posts established under a single post town have sometimes cost as much as 500 *l.* a year.

1860. Mr. *Wilson.*] A question has been put to you by an Honourable Member in reference to the first delivery of letters to the most distant point of a district; supposing the most distant point happened to be the most important, and it was thought necessary, in consequence of that, that the postman should go directly to that point in order to deliver the letters, without delivering any in the intermediate parts of the circuit, would it not be necessary that he should then return through the intermediate district to deliver the letters afterwards there, and then go over the whole of the ground again, in order to bring back the return letters from the most remote point; so that, in fact, it would lead to the necessity of his going over the same ground four times instead of twice in the day?—If the whole service were to be performed by a single individual, that would obviously be necessary; but it takes a great variety of shapes, according to the circumstances of the case. Sometimes when the most remote place is of great importance, a messenger is sent on to that place, and he merely leaves the bags at the intermediate places, and some person connected with the intermediate office is employed to deliver the letters round about.

1861. There are small intermediate post-offices?—Yes; the fact is, the arrangements are made so as to suit the peculiar circumstances of each district.

1862. Mr. *Liddell.*] Are those arrangements made by the rural surveyors upon their own responsibility, subject to the sanction of the Post-office?—They propose a plan, and send up a map and an explanatory report, which undergoes revision in the head office; and is, of course, submitted to the approval of the Postmaster-general before the additional posts are authorised.

1863. Mr. *Milner.*] Have you not had several complaints of the insecurity of unlocked bags, giving the rural messengers full power over the whole of their contents?—I do not recollect such complaints; but they would not reach me. A gentleman from the office (Mr. Tilley) has undertaken to give evidence upon certain points, who will be able to answer this question more satisfactorily than I can, inasmuch as the establishment of the rural posts is under his charge.

1864. Mr. *J. MacGregor.*] You say that railways and posts have no connexion with each other; I thought, upon an enlarged view such as yours, with regard to the penny postage and the great increase of facilities, you would have admitted that the frequent communication afforded by railways does give the means of facilitating the use of rural posts, and is a convenience to the public?—The great advantages afforded by railways no doubt benefit all posts, but they have no special connexion with the rural posts; rural posts are always posts radiating from some post town as a centre. The railways connect post towns one with another to a very great extent, and in that way benefit the rural posts. What I mean is, that there is no greater connexion between the rural posts and the railways than between the rural posts and the mail coaches.

1865. Mr. *Liddell.*] Have many complaints come to your notice from various districts of the great extent of the districts, and the great difficulty of getting at

the surveyor of the district?—I am aware that some such complaints have been made before this Committee.

1866. Are there not, in fact, many parts of the country where the inhabitants do not even know where the surveyor lives, or where he is to be found?—There is no difficulty in finding out the surveyor, because a letter addressed to him simply and put into the post-office, would find him.

1867. Is it not your opinion that in some instances the districts are almost larger than a man can attend to?—That is a question which has been a good deal discussed in the office, and there is a difference of opinion upon that subject; no doubt the districts are larger than a single man can attend to, but that is not the practical question. The practical question is this: whether it is better that there should be a large district under one head, with the assistance of other officers, or whether the district should be sub-divided, and certain officers appointed to each sub-division. The Honourable Member will see that there are great advantages in having a very intelligent and able head acting over a district of considerable area; many of the arrangements which the surveyors have to make necessarily extend to large districts; as, for instance, arranging all the branches of an accelerated railway mail; then there is a convenience in the surveyor being able to extend his arrangements to a very considerable district. To that question also, Mr. Tilley will be able to speak better than I can, for this reason, that he has been a surveyor; and it so happens that he was the surveyor of the northern district, the convenience of which is very much under the Committee's consideration.

1868. Mr. *J. MacGregor.*] I think you will admit that the greater the amount of facilities, the probability is, the greater will be the amount of correspondence?—No doubt; every additional facility tends to increase correspondence.

1869. It strikes me as proved by analogy that the greatest advantage has not been taken by the Post-office service of railway and other communications, when I regard the increase of letters which has taken place within the last 10 years; in 1844 the number of letters was 242,000,000, it increased last year to 411,000,000. During the same period the number of passengers by railway has increased from 30,000,000 odd to 90,000,000 odd?—Very likely.

1870. It occurs to me that, if the same amount of facility had been given to postal communication as that which has been given to railway communication, we should have seen a larger number of letters carried by the Post-office, whereas there are, in fact, not five letters for each passenger?—I do not see the analogy at all. In considering the increase of passengers by railway, we must take into account what has been the extension of railways. Now, it so happens, as is shown by the evidence to which the Honourable Member has referred, that 10 years ago there were 2,240 miles of railway open, and in 1853 there were 7,512 miles of railway open; it is clear, therefore, that the extension of railways has been in the ratio of about three-and-half to one, whereas, according to the Honourable Member's statement, the number of passengers has increased only in the ratio of three to one. It would seem, therefore, that the number of passengers travelling by railway has not increased in the ratio of the extension of railways; but as regards the Post-office, the system, except the additional rural posts and other facilities, remains unaltered, and we have an increase of letters in the ratio of nearly two to one in the course of 10 years. It seems to follow, therefore, that other things equal, the increase of letters has been greater than the increase of passengers.

1871. If I can point out a town within 30 miles of London which has a dozen opportunities of communication by railway each day, and only two communications by letter, would it not appear that the Post-office might have done more than it has in affording facilities of postal communication?—Most assuredly; if there is such a town, the frequency of communication is insufficient.

1872. Do not you think, as the railway stations are the centres of communication throughout the country, that they are the natural places at which post-offices should be situated?—Other things equal, they are the best places for post-offices; but there are great objections to a large increase in the number of post-towns; this is also a point which is reserved for Mr. Tilley.

1873. Is it not for the advantage of the community that every facility should be given for postal communication?—It is.

1874. Is it not the case, that on the part of the Post-office there is not always a readiness to meet the public convenience in that way? I will give an instance with which we are both familiar, namely, London Bridge terminus. There have been

been travellers passing and re-passing there within a twelvemonth, to the amount of 7½ millions; a petition originated with those travellers to have a post-office at the terminus; that petition in two days received the signatures of 1,200 persons, and was transmitted to the Postmaster-general, requesting that such a facility should be granted, and the proprietors of a respectable house offered their services, and requested that the post-office might be fixed at their shop. That has been declined; and, although two years have passed, no such facilities have been granted?—There is a post-office at the station.

1875. Boxes have been attached to the wall, but there is no post-office?—We call that a post-office; there is a box for posting letters, and I am not aware that the public convenience requires anything else.

1876. You take an opposite view to the public?—I suppose the person who got up the petition wanted to have the post-office at his own shop. I imagine that to be the state of the case.

1877. Mr. *Wilson.*] Would not the sole object of a post-office at the terminus of a railway be for the purpose of posting letters?—I see no other use. We have been busy for a long time in putting up letter-boxes at all the principal stations at which the companies would consent to our so doing. The parties interested in the London Bridge station have always acted most liberally towards the Post-office.

1878. Does not the receiving house at the London Bridge station give the public all the advantages for posting letters which they could have from a post-office?—Certainly.

1879. Is care taken to deliver the letters which may be dropped into that box as regularly and as frequently as if they were posted at a regularly established post-office?—Certainly.

1880. Mr. *J. MacGregor.*] It does not afford to the numerous passengers an opportunity of receiving letters there?—No; no post-office affords that facility; we do not deliver letters from the metropolitan sub-offices.

1881. I have always understood that a letter may be addressed to a post-office, to be delivered to the person for whom it is intended?—Letters can only be delivered from the chief office in London.

1882. Is it not the case that at the office of Southwark letters can be received?—If it is so, there must be some violation of the rule.

1883. *Chairman.*] There is only one delivery in London, and that is from the General Post-office; is that so?—All letters delivered in London proceed from the General Post-office.

1884. Mr. *J. MacGregor.*] If I have a letter addressed to me at any post-office in London, I can receive it upon applying for it, and upon sufficiently identifying myself, whether it is at a baker's shop, or a fruiterer's, or any shop of that sort?—That is perfectly true, but the letter is delivered from the chief office; it is sent as though you lived at the particular receiving office.

1885. Is not that a great facility to a person receiving the letter?—Of course it is some convenience; and that convenience may be enjoyed by persons in the neighbourhood of the London Bridge station, because there are receiving offices at no great distance. It is a circumstance which rarely occurs, that anyone wishes to have his letters addressed to a receiving office. I should add that it is no part of the receiver's duty to deliver letters, and some of them refuse to do it; it is a matter between them and the gentleman who desires to address his letters there.

1886. At a post-office a party has the facility of obtaining stamps for the inland letters, or of paying the postage of foreign letters?—Yes.

1887. Where there is no more than a box suspended at the terminus, he can do nothing but drop in his letter?—Certainly not.

1888. Are there not places to which unpaid letters are not forwarded?—Yes, there are such places; but there is nothing to prevent persons from putting stamps upon their letters and dropping them into the box, and then they will be forwarded.

1889. Marquis of *Chandos.*] Is it the case, that all your receiving-houses are bound to sell stamps?—They are bound to do so.

1890. Mr. *Wilson.*] Do the receiving-houses at a railway station sell stamps?—No; there are merely boxes put against the wall.

1891. Mr. *Egerton.*] Is there anybody in charge of them?—No; it is an additional advantage afforded to the public; it does not supersede the establishment of any receiving house which the district may also require.

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1892. Mr. *Liddell.*] The box of which you are now speaking, is put up at railway stations for the convenience of persons coming to the station, but the officers of the station are not bound to distribute stamps?—Certainly not.

1893. Mr. *J. MacGregor.*] I have mentioned a case to you, in which not only was an application made by the public, but by the owner of a shop, who offered to make it subserve the purposes of a post-office, and both the Brighton Railway Company and the South Eastern Railway Company strongly supported that application to the Postmaster-general. I think I may put it forward as a case in which the convenience of the public was supported by a sufficient amount of application?—I do not bear the circumstances of the case in my mind. If the Committee consider the matter of importance, I can examine the papers, and state why the establishment of the office was not allowed; but it frequently happens that we have a petition to establish a post-office at a particular shop, which the Postmaster-general does not think it necessary to grant. The question always is, whether the district is sufficiently supplied; and that is a question which must be decided in the Post-office. If we were to grant post-offices whenever they are asked for, I am inclined to think that almost every retail shop in London would be a post-office.

1894. Every retail shop is not visited by 7½ millions of people?—No.

1895. I put this case forward, not as a grievance which requires investigation, but as a case in which the Post-office has not acted upon the commercial principles which we are told they adopt. This memorial was addressed to the Marquis of Clanricarde, and I have had great opportunities of knowing that he was a very vigilant Postmaster. I think you have admitted that, other things being equal, railway stations would be the best sites for post-offices; I wish to put it to you, whether it would not be a great improvement in the facility given to the public in postal communication, if the railway stations were adopted as post-offices?—I think it would be a great convenience; but if the Postmaster-general were under the obligation to establish a post-office at every railway station, and the terms were not prescribed in some way, we should find the arrangement exceedingly expensive.

1896. Mr. *Wilson.*] Other things being equal, in your opinion, would not a railway station have advantages which no other locality would possess?—Certainly, I admit it would.

1897. Mr. *J. MacGregor.*] The communication of the public centreing now at the railway stations, does not it seem obvious that postal communication can be best carried on from those points?—Other things equal, undoubtedly. The Honourable member will recollect, that in the country the railway stations are rarely situated in towns; they are generally at a distance from the towns.

1898. Mr. *Wilson.*] In the event of a railway passing through a village or a town, or so close to it, that the station would be equally near to all parts of that village or town, would not there be a decided advantage in having the Post-office immediately in contact with the railway station, or in the station?—It is so in a great many cases; and, other things equal, we give the preference to railway stations; a great many of the railway stations have post-offices.

1899. If the railway station happened to be a mile or a mile and a half from the town or village where a post-office is required, would it not be a great inconvenience to the inhabitants of that town or village to be obliged to send that distance to the station in order to post or receive their letters?—Certainly it would; then the only question is, whether the number of persons passing through that station is such, that it becomes a matter of importance to give them facilities for simply posting their letters. Whenever there is reason to believe that the public convenience would be consulted by placing a box at a railway station, we ask permission of the company to allow us to put one there, and if they consent it is put up.

1900. Those boxes are in addition to any other convenience which the neighbourhood requires?—Certainly.

1901. Mr. *J. MacGregor.*] You were good enough to say, in reply to a question put to you, that the Postmaster-general had established the vertebral communications through England upon the railways; there are about three back bones of communication through the country, and those have been established by the railways?—Of course all the main arteries of communication are by the railways.

1902. Would

1902. Would not it perfect the system of the conveyance of mails by railways, if there were post-offices at the railway stations?—Whenever they are wanted the Post-office is quite ready to give them; we are not only ready to give them, but it is not very long since a circular was sent, I believe, to every railway company, requesting their permission to put up boxes.

1903. Take a case with which we are both familiar, in order to show, what I think is the fact, that there has not been that amount of consultation between the Postmaster-general and the officers of railway companies which would have tended to promote the public service. Take the case of the French mail, which is a very important one, which arrives at Dover early in the morning; would it not be a great advantage, that the bags, which have to be in some degree examined and distributed, should be taken at once to a post-office there, rather than go to another part of the town, and from thence be carried to the railway station?—I think they are carried at once to the railway.

1904. Only one branch?—I do not think the bags go at all to the post-office. —(Mr. *William Page.*) The mail which is brought by the British packet to Dover, is carried direct from the packet to the railway station, in order to save time.

1905. The mail coming by the French packet?—The French packet is usually so much before its time, that there is time to carry the bags to the post-office.

1906. But exceptional cases occur of the bags arriving at irregular hours; what is the practice then? Are they still required to be carried to the post-office?—I cannot speak positively, but I should think they would go to the post-office, because some orders are required as to how they are to be sent to London.

1907. Is the same practice followed with the Ostend mail?—The circumstances are the same.

1908. (To Mr. *Hill.*) In such cases as those I have mentioned of the mails arriving at irregular hours, does not public convenience demand that the post-office should be at the railway terminus; in fact, is it not the case that railways have become so important to postal communication that the railway system and the Post-office are identical?—That is a question too large to be answered off hand.

1909. Do not you think that the facility of frequent trains upon the railways should be given to the public for their own use, and that the public should not be debarred from railway communication in reference to the postal service?—It is most important for the public advantage that every facility should be afforded for the conveyance of mails on railways. We are exceedingly anxious to extend those facilities in every possible way.

1910. Mr. *Herbert.*] You have stated, and I believe very truly, that since the introduction of the penny postage great additional conveniences have been given to the public by the establishment of rural posts and other means?—Yes.

1911. Have there not been in many instances, at the same time, districts where inferior, slower, and less punctual conveyances have been substituted for mail coaches, notwithstanding that the mails have not been carried to any of those districts on the railways?—I think it is very likely it has been so, owing probably to the withdrawal of the coaches.

1912. Are you aware of any instances in which the coaches have remained on the road, and a car going at a much slower rate has been substituted while the coach has been on the road?—I should doubt if there are any instances where the cart and the coach went at the same hour.

1913. Perhaps you never heard that in one instance, of which I am aware myself, the local inspector of post-offices travelled or attempted to travel by the mail car; the car broke down, and during his future journeys he was obliged to travel by the coach from which the contract had been taken, the coach still running on the road?—It is very possible; I see nothing remarkable in that.

1914. Would that be the case, such as I have mentioned: the coach remaining on the road, the contract being taken from it, and the contract being given to an inferior and slower conveyance?—If the hour at which the coach did travel was unsuitable for post-office purposes, of course the coach could not be used.

1915. Supposing the change to take place?—Then it must be that the proprietor of the coach demanded excessive payment.

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1916. It was a mere question of economy?—I do not even know the case referred to; the Honourable Member has not mentioned it. There is no desire on the part of the Post-office to substitute carts for coaches, where the coaches will perform the service equally well for the same price. On the contrary, we prefer the coaches under such circumstances.

1917. The case to which I refer is in the county of Kerry, in which there were formerly two excellent mail-coaches running at a rate of between nine and ten miles an hour, and the mails are now conveyed by carts, running at the rate of about seven miles. Do not you think, under those circumstances, the public have some right to complain that they do not get their letters as quickly as they might; particularly when, in one instance, namely, the county town, the merchants are put to the inconvenience of being unable to answer their letters by return of post?—I cannot answer that question without investigation; I presume there must have been some reason for taking the bags from the coach, and despatching them by a cart. If the Honourable Member will favour me with the names of the towns, and the date when that change was made, I will have the matter looked into.

1918. Do not you think the public have a right to complain, that in a county where formerly there were good mail-coaches carrying the letters, at a speed of nearly 10 miles an hour, in that same county the letters are now brought at the rate of seven miles, and in many instances less than seven miles an hour?—I presume there must be some circumstances which induced the proprietor of the coach to put an end to the contract. We gladly avail ourselves of coaches whenever we can; but it is not considered any part of the duty of the Post-office to maintain coaches upon the road.

1919. Do not you think that the public of a large mercantile town have a right to complain that their letters are only carried at seven miles an hour, no matter what the conveyance may be, if that makes the mail arrive at such an hour as to cause a difficulty in answering letters by return of post?—It is difficult to deal with a hypothetical case.

1920. I am speaking of a county town, the town of Tralee; the car now starts from a place called Clonbally; it goes to the county town at the rate of less than seven miles an hour?—I am afraid I can hardly deal with such a case without first examining the papers, and seeing what were the reasons for the change; I feel very confident that I should discover there was some good reason for it; I cannot say what that reason was without examination.

1921. (To Mr. *Tilley*.) Have any measures now been taken to remedy the grievance which has been long complained of by the inhabitants of Tralee?—We have advertised for tenders for cars to run at the rate of 10 miles an hour.

1922. *Chairman* (To Mr. *Hill*).] Can you state the principle upon which the Post-office act with regard to the establishment of rural posts?—Mr. Tilley has come prepared to give evidence upon that and similar points.

1923. Mr. *Horsfall*.] Are you aware of the fact that, when the Postmaster-general contemplated removing the post-office at Liverpool to the railway station, the inhabitants memorialised against it?—I recollect that such was the case.

1924. So that, in fact, it would not do as a general rule in towns, to have a post-office at the railway stations?—I think it would be frequently very inconvenient if the chief office were at the station.

1925. You are aware that the objections taken upon that occasion were, first, that it was not a central situation to the town; and secondly, that there were other railway termini in the town, who would take exception to its being removed to one particular station?—According to my recollection, the main objection was that it was removed from the centre of business, which is near the Exchange.

1926. So that it would not do to adopt Mr. MacGregor's suggestion as a general rule?—No.

1927. Mr. *J. MacGregor*.] There being between 2,000 and 3,000 railway stations, is it at all surprising that some exceptions should be found to any rule?—I quite agree with the Honourable Member that, other things equal, railway stations are very desirable places for post-offices.

1928. Mr. *Divett*.] Do not you think there would be a very considerable amount of insecurity in the delivery of letters at a place frequented by such an enormous mass of strangers as a railway terminus like the South-eastern?—I have already stated that we do not employ sub-offices for the delivery of letters; this involves a large question, viz., whether it would be advisable to deliver letters from subordinate offices. I think great inconveniences would result.

1929. From

1929. From the enormous amount of business going on, and the vast masses of strangers passing through a railway station, with whom the person at the post-office could not be acquainted?—I think it would not be a desirable arrangement to deliver letters at all from sub-offices, and certainly not from a railway station.

1930. Mr. *Cowan.*] Who is responsible for the safe custody of the boxes at the railway stations?—They are so constructed that they require no looking after.

1931. Are they under lock and key?—Yes.

1932. Who receives the contents of the box?—A messenger is appointed to go at certain hours and take out the contents.

1933. To take them to the Post-office?—To the chief office of the district.

1934. Mr. *J. MacGregor.*] Is that person an ordinary letter carrier?—He is frequently a letter carrier.

1935. He has the key, opens the boxes, and removes the letters?—Yes.

1936. *Chairman.*] Have you any other statement to make with regard to the facilities which have been given by the Post-office to the public within the last few years?—I presume it is unnecessary to speak of the great change, of the reduction of the rate early in 1840; the substitution of charge by weight for charge by inclosure; pre-payment by stamps, and so on.

1937. In connexion with the subject under investigation, what facilities have been given to towns and to the public with respect to the despatch of letters; you have stated the increase of the number of rural posts, and the increase of expenditure?—There has been at most towns a considerable extension of time for posting the letters, which has arisen out of the use of stamps. When a letter is stamped, no account has to be taken of the postage, and therefore letters when stamped can be posted up to a very late hour; and it is a rule that, even at the larger towns, the interval between the final receipt of letters and the hour of despatch of the mail shall not exceed 10 minutes; while at most towns it only amounts to five minutes. Then there has been a general acceleration of the mails throughout the country; an acceleration reducing the time, as compared with the old system, probably to about one-third. For this we are indebted to the railways. I need not point out, I am sure, that the establishment of railways has afforded very great facilities to the Post-office.

1938. Within the last five years, has there been any great acceleration of the mails in the main arteries in the country?—Very considerable acceleration.

1939. Can you give the Committee any idea of what amount that acceleration has been?—The recent acceleration upon the main lines to and from the North is stated in my memorandum.

1940. You could not give any general idea of the amount of advantage which the public have received from the acceleration upon the great main arteries, the western and eastern routes?—No, I am not prepared to speak, except in general terms, upon the subject. The greatest acceleration takes place, of course, upon the opening of a railway. Since the completion of the lines of railway, the acceleration has been limited to such an increase of speed as we could obtain upon the railways.

1941. In the memorials which have been presented to the Post-office, is more stress laid upon the increase of speed than any other point?—We have many memorials, especially from towns in Scotland, urging upon the Postmaster-general still further to accelerate the mails, and to establish trains which shall carry mails, and nothing but mails.

1942. What are the difficulties which the Postmaster-general has had to contend with in meeting the wishes of the public in that respect?—The difficulties have consisted, first, in the limitation which the Legislature has interposed as to the speed that he can require; and next, they have been such as have arisen out of the mode prescribed by the Legislature for remunerating the companies for the conveyance of mails. The Honourable Chairman is aware that, in the majority of cases, the sum to be paid is determined by arbitration; the uncertainty of the award, and the delay which frequently arises in obtaining it, constitute considerable difficulties in the way of our affording to the public all the convenience which the Postmaster-general desires to give.

1943. Will you state to the Committee any alterations in the present law which you think are required, for the purpose of enabling the Postmaster-general to meet the wishes of the public in those respects?—I think it is important that the Postmaster-general should be entitled to require that the company shall run a

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train which shall carry nothing but the mails, in order that that delay which is unavoidable when the train carries passengers as well as mails may be got rid of; again, if the matter of arbitration were so regulated as to avoid the great delay, uncertainty, and trouble which now attend arbitration, that also would be very desirable; and further, I think it is very desirable that the Post-office should have the right to use all trains at a moderate rate of compensation, the Postmaster-general having no authority to interfere at all in the running of such trains. But so long as the companies consider it to their advantage to run the trains, I think that great facility should be afforded to the Post-office for the despatch of bags by them.

1944. By the present law, supposing a train is running with passengers between London and any great town, say Birmingham, does the law allow the Postmaster-general to send bags by any train as the luggage of a passenger, if a guard accompanies the bags?—He may send the guard as a passenger and the bags as his luggage; but, as I mentioned before, the right to exchange bags at intermediate stations is disputed.

1945. Do you suggest that any alteration in the law should take place in that respect?—I think the law should be made clear upon that point.

1946. Supposing that system should be an interference with the convenience of the railways, how would you propose to deal with the railways; how would you give them remuneration for the additional stoppages which you would require?—I am supposing that the Postmaster-general has no control whatever over the train; the company runs the train, starts it when it pleases, stops where it pleases, and as long as it pleases. That being the case, I think that the Legislature might fairly fix a small mileage rate for which the Postmaster-general should be entitled to send bags, either under the care of a guard or otherwise, and to exchange bags at those stations at which the company for its purposes shall stop. I should point out, that we always provide for the bags being brought to and taken from the stations; therefore, the mere exchange of bags where the train stops cannot possibly subject the company to the slightest inconvenience.

1947. Are the Committee to understand that the law, as it at present exists, does not authorise the guard in charge of the bags to deliver those bags at the different stations, if there is a Post-office messenger ready to receive them?—Our right to do so is disputed; the law is not so explicit as could be desired upon the point.

1948. Are the Committee to understand that you do not propose to interfere with the convenience of the railway companies in this branch of the service?—Not in the slightest degree. It would be necessary, of course, that the law should give to the Postmaster-general the right to require that his messenger should enter upon the station to give up the bag, and to receive another.

1949. I observe, in some evidence which you gave before a Committee of last Session, that you allude to another difficulty which the Postmaster-general has, in not being able to establish machines at the stations by which to deliver the bags?—The law gives the Postmaster-general no such right, and instances have occurred in which the railway companies have refused to allow the erection of the necessary apparatus. I should add, in justice to the companies, that, generally speaking, we find no objection raised to the exercise of the right, but in certain instances it has been refused; and the consequence is that, upon the lines where we have received a refusal, we are unable to despatch the mails with that celerity which the Postmaster-general desires.

1950. And that, of course, interferes with the punctuality?—It interferes rather with the speed than the punctuality of the train; not having the right to exchange the bags by apparatus, of course it necessarily follows that we must require that the train shall stop more frequently.

1951. You stated also, I observe, in the evidence on that occasion, that the power of the Postmaster-general for enforcing punctuality is insufficient; will you state to the Committee in what way you would propose to alter the law in that respect?—That again is a very difficult question to answer without previous consideration. Under the law as it is, we have proposed to the companies a system of mutual fines; and in order to induce the companies to accept the system of fines, we have offered to give them premiums, to pay them something in excess of the award whenever the service is punctually performed. But I am sorry to say that the companies have not, generally speaking, accepted this offer.

1952. What

1952. What has been the nature of the objections offered to that system?—The offer has not been made more than about three weeks, I think, and some of the companies have not yet answered it at all; one or two have expressed their willingness to assent to the arrangement, but with other conditions; some have absolutely refused. The York, Newcastle and Berwick Railway, for instance, has refused; I think the York and North Midland also has refused; I think those are the only refusals we have.

1953. What is the date of the offer to the companies?—I think the circular stating the exact plan was dated the 1st of May; the circular asking the companies if they were willing to consider such arrangements, was dated the 25th of January.

1954. You stated just now, that a great delay has occurred in carrying out the present system of determining the remuneration to the railway, by means of an umpire and two arbitrators; how does that delay arise?—It has generally arisen from the two arbitrators not being able to agree in the nomination of the umpire.

1955. Has that led to any serious delay?—In some instances to a delay of years.

1956. Are there any particular instances of delay?—I think the greatest delay which ever occurred, was with the Great Western Railway Company.

1957. How long was that?—I think it amounted to about four years; the Bristol and Exeter was then leased by the Great Western Company, but recently there has been another award, which also took something like four years to obtain.

1958. What is the alteration you would suggest to get over this defect?—I think, as far as possible, it would be advisable that the Legislature should fix the rate of payment; I think it would be better even to run some risk of fixing a rate of payment which occasionally might be in some degree excessive or insufficient, than have these great and inconvenient delays and uncertainty. But these are points which I am not quite prepared to speak upon.

1959. Do you think it would be possible to obviate that difficulty by naming permanent umpires; is there any class of persons from whom you could select a body of umpires in Post-office cases?—I think if the question were simply as to the actual additional cost to the company, then the best umpire would be an engineer of high character and practical experience; and the Legislature might, perhaps, think it right to enact that a certain multiple of that bare cost should be paid by the Post-office. But those are points I am scarcely prepared to speak upon.

1960. Is the system which is at present carried on of awards by umpires, in your opinion, subject to much fluctation; do you find great variety in the awards?—Very great fluctuations. I wish to correct a slight error the other day: I spoke of the recent award relative to the York, Newcastle, and Berwick Company. I said that, under that award, the payment for the up day mail service, which had undergone no alteration, had been advanced from 1 *s.* to 3*s.*; the advance I find was really from 1 *s.* 3 *d.* to 3 *s.* There was a case in which, for services upon the South Devon Railway, we had two awards following one another very quickly. The award in one case, I think, was 2 *s.* a mile, and in the other, 3 *s.* 6 *d.*, by different arbitrators for the same service.

1961. Are you aware whether there are not also awards of which the railway companies complain very much, as being totally inadequate to the service they perform?—Yes, certainly.

1962. In your opinion, having looked to those awards, are there any awards which have been inadequate to the service performed upon the part of the railway?—I have not seen a great deal of the awards till very recently; I do not think we have of late years had any award which was inadequate.

1963. Was not there a case with respect to the Whitehaven railway, in which it was found necessary to increase the umpire's award?—In that instance there was an error on the part of the umpire, if I recollect rightly, which he afterwards corrected.

1964. The award is subject to those errors under the present system?—Yes; we, of course, have, generally speaking, no means of ascertaining what the circumstances are which influence the mind of the umpire; but there is a variety in the amounts awarded by various umpires which certainly cannot be accounted for by any variety in the services to be performed.

1965. Marquis of *Chandos.*] May there not be a variety in the nature of other traffic on the line, or in the occupation of the line, which might explain the great difference in the awards for the service performed?—I am not prepared to admit that such circumstances should affect the award.

1966. Mr. *J. MacGregor.*] To attain the speed of an express train, is not it necessary to remove other traffic from the line at the time the express train is to pass over it?—To a certain extent it is.

1967. That may much affect the ordinary arrangements of the railway?—I think not; speaking from some experience of railway management, I should say that it is always possible to arrange the traffic of a railway, so as to admit of the passage of a few express trains in the course of the day without difficulty.

1968. The railway with which you were connected was not one of great mineral goods traffic?—No; but there was a very large amount of passenger traffic.

1969. At that time, at any rate, that railway had few branches or junction stations upon it?—Not a great many.

1970. Is not it inherent in the principle of arbitration, that time may be lost in the appointment of an umpire?—I think so.

1971. It is natural to the principle?—Yes.

1972. Would there be any difficulty in laying before the Committee a return of the number of cases in which the right of the Postmaster-general to receive and deliver the bags at the stations has been contested?—I suppose not.

1973. Although there are a great many railways in England, I think very few have disputed that point?—I can mention from recollection one or two. It was disputed by the Great Western Company, with reference to the mails over the South Wales line; it was disputed by the Edinburgh, Perth, and Dundee Company; there the question was tried, and decided in favour of the Post-office. It was disputed upon the Irish South-eastern line upon somewhat different grounds, and there the decision was against the Post-office.

1974. Mr. *Egerton.*] Were those decisions in a court of law?—Yes; there have been other instances. Latterly, owing to the great uncertainty which attended the matter, the Postmaster-general has not exercised his right.

1975. Marquis of *Chandos.*] Were these decisions to the extent that the companies were justified in refusing liberty to erect a crane?—That was not the question. The question was, whether we were entitled to send bags as the luggage of the guard, and to exchange them on the way. In the first instance, in Scotland, the decision was to the effect that we were so entitled. In the Irish case the decision was, that we were not so entitled, but the ground taken was rather a singular one; it was that the Postmaster-general was not entitled, because he had no train on the line under notice.

1976. Mr. *Fortescue.*]—Are the Committee to understand that you have not complained of railways generally on that head; the difficulty has not often happened, but it has happened often enough to make it very desirable to have the matter set at rest?—Yes; owing to the uncertainty that attends the operation of the law, the Postmaster-general has latterly refrained from exercising the power; there are some railways which still continue to allow this exchange; they do not dispute the right; but there are manifest objections to the exercise of an authority which is disputed.

1977. Mr. *J. MacGregor.*] Is not the Postmaster-general, in effect, using this right in a different manner from that contemplated in the Act?—That is the question; viz., what is contemplated in the Act?

1978. That the Postmaster-general has the right to send the guard with the mail-bags at the price of passengers' luggage?—At the price of passengers' fare, paying for excess of luggage.

1979. Has he not, in effect, had facilities granted far beyond that; have not compartments been reserved for his guard for his use?—We never could have required it.

1980. Have not the railway companies, for the necessity of the public service, granted over and above what the law required?—I think there are instances in which it has been given voluntarily by the companies.

1981. When difficulties have occurred, it is because the Post-office has not regarded this excess of accommodation, and made no allowance for it?—The whole question is, whether the Postmaster-general is entitled to have bags dropped at intermediate stations; that is the whole question—there is no other question.

1982. But

1982. But to enable him to do this, the guard must have greater facilities than those given to common passengers; he must have his bags with him?—A passenger may have his luggage with him.

1983. Not to any great extent?—No.

1984. Take the case of the day service through the counties of Kent and Sussex; the guard cannot carry on the service unless he has the bags about him?—We never attempt to send large mails under such an arrangement; it would not be safe to subject the larger and more important mails to the chance of the train being stopped or altered as to the hours, and so forth; it is only for the smaller mails. However, it appears to me that I am not called upon to justify an act of the Legislature; the Legislature has adopted a certain enactment, and the question is as to the interpretation of that enactment.

1985. You suggest to this Committee to alter that enactment, in fact?—To make it clear.

1986. The Committee are anxious to know the exact state of facts upon which you offer that recommendation?—I do not think that an injustice would fall upon the railway companies if the Committee should see fit to adopt my suggestion, which was simply this; that the Postmaster-general should be entitled to send bags by any train, so long as the train runs, and that he should pay a certain mileage-rate for those bags, in proportion to their weight. If the Postmaster-general should at any time send a large mail by a train, he would have a larger amount of payment to make.

1987. Marquis of *Chandos*.] Do you mean with or without the Post-office guard?—I think it should be either with or without the Post-office guard.

1988. Mr. *J. MacGregor*.] I am not aware that the railway companies have refused to take charge of the bags for a reasonable remuneration?—The question is, as to what is reasonable; a gentleman the other day spoke of sixpence a mile as a reasonable remuneration for conveying a few bags by an ordinary train. We think that would be a very unreasonable remuneration.

1989. You do have them carried now, on a third of the railways on which they are carried, for 2*d.* a mile?—Because some of the companies are more moderate in their terms than others.

1990. There are three difficulties the Post-office has now: one with regard to speed, one with regard to the rate of remuneration, and then the difficulty of getting the award; with regard to the speed, the Postmaster-General has the right to enforce the greatest speed used by the railway for any express train?—Yes.

1991. Does not that seem as much as reason would dictate?—No, I think not, because there are not express trains upon all the lines. Then again, the exercise of that right is subject to very great inconvenience; because, even after notice has been served, the company may alter its express trains, and so altogether invalidate the notice.

1992. Those must be exceptional cases, where the principal communication of the kingdom is in few hands?—I am happy to say that they are exceptional cases. The conduct of railway companies, generally speaking, is liberal; but very serious inconvenience arises sometimes in consequence of those exceptional cases. There was an instance, not many months ago, where one of the railway companies absolutely stopped the mails. The trains came up late from the South to Forfar, and one of the northern companies (I had better say at once that it was the Aberdeen Company) sent on the passengers but stopped the mails; the ground being, that the Post-office had refused to pay for those mails being sent by special trains.

1993. Mr. *Fortescue*.] The limit of speed which the Postmaster-general can require, is not fixed by any steady rule, but depends upon the time-tables of the railway company?—Yes, if it exceeds 27 miles an hour.

1994. Marquis of *Chandos*.] Must not the speed in all cases, or nearly, depend in a great measure upon the nature of the line?—To a great extent.

1995. Very often the seasons might render necessary a lessening of the speed upon the line, both for express trains and mails?—I am not aware that in point of fact, the speed is altered by the change of the seasons.

1996. You do not know any instances in which, from the weather it has been necessary to reduce the speed?—I can recollect instances in which alterations have been made in consequence of the railway having suffered from long rains, and so on; but the Postmaster-general has never raised any objection in such cases.

1997. Mr. *J. MacGregor*.] It was stated to be indispensably necessary, that the

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the running of the trains upon the Dover line should occupy more time, in consequence of the wet weather?—The Postmaster-general has never raised any objection in such cases.

1998. Mr. *Fortescue.*] A railway company may take an express train off its line for its own reasons, in cases in which the Post-office would wish to have a mail train running at express speed?—Certainly; then it is in the power of the company giving notice to reduce the time of the train; that again has been done by the Aberdeen Company; they have actually served us with a notice of that kind.

1999. So far then, you are at the mercy of the company?—So far the public service is under the control of the company.

2000. Mr. *Philipps.*] You referred to the delays which have arisen under the arbitration system, particularly with reference to the Great Western Company; are you aware that that company has been compelled by the Post-office to refer four times, since the year 1843, to arbitration?—I am not aware of the facts of the case; it is very possible; the law entitled the Postmaster-general, whenever an alteration took place in the service, to require a fresh arbitration; it is manifest it would be unjust if it were otherwise.

2001. The particular law is, I think, the 1st & 2d Vict., c. 98, the 7th section, by which the Post-office is empowered to demand any alteration in the service?—Certainly; that service could not be carried on otherwise.

2002. And then powers are given to enter into a fresh arrangement so as to afford the company increased remuneration, provided increased services were demanded, or I suppose the contrary; does not that give a power to the Post-office to nullify any award, as fast as it is made, and keep the railway company in a continual state of uncertainty as to the effect of the arbitration?—The law does give the Postmaster-general that power; but it is one which the Postmaster-general never exercises, and it would be manifestly unjust in him to exercise such a power.

2003. In the case of the Great Western Company it appears that Mr. Pusey first gave an award in the year 1843, and that the Post-office would not agree to the principle upon two objections; the one being that a certain document ought to have had the seal of the company; and the other being, that he had allowed one year's interest on the sum due. It appears that every proceeding was taken in the regular course, but that the Great Western Company were driven to get a fresh arbitration?—If every proceeding had been taken in a regular manner, it would be quite out of the power of the Postmaster-general to set aside the award. The assent of the Postmaster-general to a legal award is unnecessary; there must have been some informality, otherwise the company would, of course, have contested the question.

2004. It was a mere incidental informality; that a certain document ought to have had the seal of the company; the other objection was that he had allowed one year's interest on the sum due?—It was no part of the power of the umpire to allow interest.

2005. That award was disputed, and then Mr. George Cornewall Lewis made another award; that award the railway company were willing to abide by, but the Post-office drove them to a fresh arbitration?—I do not recollect the circumstances connected with Mr. Cornewall Lewis's award.

2006. The money was paid; it appears that there was a sum due for three years, but the Postmaster-general served a fresh notice upon the company immediately after; he did not consent to abide by the old arbitration?—It appears that he paid the three years' service, I understand you to state that. Any party may open the award after three years whether the service has changed or not.

2007. He served them with a new notice to proceed to a fresh arbitration, and then during the interval of four years the mail service was again performed by the company without receiving on account any money for the expenditure?—At the end of four years they received all the arrears as soon as the award was made. The Postmaster-general is not entitled to pay until he gets the award. That was Sir William Molesworth's award.

2008. After Mr. Cornewall Lewis's award the company performed the service for four years without receiving even on account any money for the expenditure?—No, we never pay on account, for an obvious reason. If we did, the awards, instead of being four years in hand, would perhaps be 40 years.

2009. Mr.

2009. Mr. Cornewall Lewis had awarded a sum per diem for the continued services after his award, but the Postmaster-general declined to recognise it?—I cannot possibly go into these circumstances. I can only state in general terms that the award is just as binding upon the Postmaster-general as upon the company. If it is legal, then the Postmaster-general cannot set it aside; he has no power to set aside a legal award; if it is illegal he would not be justified in paying under it.

2010. It appears that in June 1848 the third arbitration closed by an award from Sir William Molesworth; are you acquainted with that?—I am.

2011. Under that award the Postmaster-general continued to pay the daily remuneration, which was about the same amount as that given by the previous award of Mr. Cornewall Lewis, for about a year, after which, he declined to recognise it, upon the ground that the lease of the Bristol and Exeter Railway had expired?—Yes, and a very proper ground too; the Postmaster-general is not entitled to pay to the Great Western Company, for services performed by the Bristol and Exeter Company.

2012. Then it appears that the company resumed the working of their railway, continued the same service, and received no notice from the Postmaster-general until several months afterwards; and they offered to give full effect to Sir William Molesworth's award by submission to it in any manner which might be necessary for legal formality; this was declined by the Postmaster-general, and after many ineffectual efforts on the part of the arbitrators to agree either to terms or to an umpire, Lord James Stuart was selected as the umpire: is not that so?—I cannot tell; I cannot bear the facts in my recollection.

2013. The main fact is, that there had been no less than four awards, and those awards have not been caused by the company disputing them, but entirely proceeding from the Postmaster-general?—Under certain circumstances, either the Postmaster-general or the company is entitled to open the award; and in this particular instance, according to the statement of the Honourable Member, the award was opened by the Postmaster-general. I see nothing to complain of at all; if the law is a bad law, it is for the Legislature to alter it.

2014. If there is any delay in going from one award to another, does it not appear that the delay was not in this instance caused by the company, but by the Postmaster-general keeping these awards continually shifting?—I cannot admit that; I speak of delay in the appointment of an umpire; I do not say whether it was caused by the company or by the Postmaster-general; I say that there is a difficulty in parties agreeing in the nomination of an umpire; I did not imply blame to any party.

2015. *Chairman.*] Is this one of the cases to which you alluded as to the uncertainty of the awards, upon which you recommended an alteration of the law?—Yes.

2016. Mr. *J. MacGregor.*] As between the two parties, is it not clear that it cannot be the interest of the company to delay the award, and be kept out of their money?—I do not know; it depends upon circumstances. If the Committee insist upon it, I must answer these questions; but if the companies complain of inconvenience, then the companies themselves must be as desirous as the Postmaster-general of removing that inconvenience by such a modification of the law as will secure a speedy award.

2017. *Chairman.*] Does it follow in this case, if there is inconvenience to the company, that the company is as much interested as anybody in getting the law so altered as to avoid a repetition of the inconvenience?—It would appear so.

2018. Marquis of *Chandos.*] Is it not rather the Post-office which comes forward to alter the law, than the companies?—If the companies are the aggrieved parties, they should be much obliged to us.

2019. Is it not the Post-office which is seeking an alteration of the law, and not the companies?—Those delays of which we complain are the main grounds of charges against the Post-office; we are anxious to avoid the delays.

2020. In how many cases do you complain of the inconvenience and delay of arbitrations?—I cannot possibly bear those matters in my recollection.

2021. How many cases are there upon which you justify the proposed alteration of the law?—A considerable delay in awards is a matter of rather frequent occurrence. I think you may say, *à priori*, it must be the case, seeing that the sum to be awarded will depend mainly upon the selection of the umpire; there must be delay under such an arrangement.

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2022. You think the sum depends mainly upon the selection of the umpire, and not upon the facts of the case?—We have seen, that without any change in the facts of the case, one umpire gives one award, and another a very different award.

2023. Upon the same state of facts?—Upon the same state of facts.

2024. Without any fresh evidence?—I cannot tell about fresh evidence, but without any change in the circumstances under which the service is performed.

2025. Mr. *Fortescue.*] Do you suppose that different umpires proceed upon different principles, and take different elements into consideration?—I presume they do, from the fact that they arrive at different conclusions; in this particular instance of the Great Western Railway Company the last award was very much lower than the previous award, which may perhaps account for the dissatisfaction of the company in the matter; the service, as far as I recollect, is not materially reduced. I am not aware of any reduction, except perhaps a short branch cut off; but there is a very material difference in the sum awarded.

2026. Would it be possible to lay down certain principles to guide the decision of the arbitrators and umpires?—I think it would.

2027. Marquis of *Chandos.*] How many cases are there of delays in arbitration upon which you justify the proposed alteration of the law?—I cannot possibly bear them in mind; all I can say is, that the delays are frequent; the number of awards which we have to speak of altogether is not very large.

2028. Can you give any idea of how many awards you have had delayed in the case of the principal routes?—(Mr. *Page.*) I should think the majority; not being delayed is the exception.

2029. For how long a period?—For periods varying from three months to three or four years.

2030. Three or four years being an exceptional case?—Yes.

2031. Can you give more than one or two instances in which that has occurred?—I believe in no case except that of the Great Western Company, has any delay amounting to three or four years occurred.

2032. Nothing which you may call excessive delay?—I call a delay of 12 months an excessive delay, and I believe I could produce several instances of delays amounting to 12 months.

2033. (To Mr. *Hill.*) Do you know how many awards there have been upon the principal lines?—I cannot tell; there appear to have been four upon the Great Western in 10 years.

2034. Do you know how many there have been upon the South-Eastern and London and Brighton lines?—I do not think there have been any awards in reference to the London and Brighton.

2035. Have there been any awards with reference to the London and North-Western line?—The agreement existing between the Post-office and the North-Western Company obviates the necessity for any award.

2036. Is that agreement of recent date?—I think about two years ago.

2037. Mails have been running over the North-Western since it first commenced, have they not?—Ever since the line was constructed, there have been awards connected with the North-Western Company.

2038. Mr. *J. MacGregor.*] If the Postmaster-general be dissatisfied with an award, has he not the means of getting rid of it, which the railway companies have not?—He has, under the law, certainly.

2039. He can alter the service, which the railway companies cannot do?—That is perfectly true; the companies cannot set aside an award in less than three years.

2040. Has the Postmaster-general exercised that power?—He has altered the service. If the Honourable Member intends to imply that the Postmaster-general has altered the service with the view of opening an award, I must deny it.

2041. Subsequently to altering the service, the award has been opened?—The award is necessarily opened by the alteration of the service.

2042. The setting aside of the award, and saying that a new award shall be made, has been upon the part of the Postmaster-general?—Sometimes; not always.

2043. Mr. *Philipps.*] Would there be any objection upon the part of the Post-office that the award should be binding upon both parties until another award shall have been made?—That is the state of the law now.

2044. If

2044. If there is a delay for two or three years, are not the company in doubt during that interval as to what their receipts will be; is it not desirable that the company should know the principles upon which they are to be compensated, at all events?—The only circumstances under which a new award can take place are these: first of all, the old award must have run for three years, and then the company or the Postmaster-general can open it; either party can open the award if it is three years old. The other condition is, when there is an alteration in the service. It is manifest that it would be fair otherwise. If the Postmaster-general is entitled to alter the service, and the railway company is not entitled to a fresh award (or if the Postmaster-general is not so entitled), then he would be paying for one service at a rate which was meant for a different service.

2045. But the alteration of the service might refer to a very trifling matter which could not affect the general principles of the award, though it might be construed as an alteration. A train stopping at one place, at which it did not stop before, would be an alteration of the service?—Certainly it would.

2046. Yet that would hardly afford grounds for a total alteration of the general compensation?—I think the Legislature would find it very difficult to draw any line, and say what are trifling alterations, and what are not; this really is a matter for the Legislature.

2047. Mr. *Cowan*.] Is it your opinion that the public have suffered occasionally very great inconvenience from the undefined state of the law, and the difference of opinion upon the subject of remuneration between the Post-office authorities and the railway companies?—Yes.

2048. You have referred to the case of the Edinburgh, Perth and Dundee Railway, which runs through Fife; you are probably aware, that owing to that company requiring trains which the Post-office considered to be excessive, the postal communication was conducted by a mail gig through the country for a considerable period?—I understand it was so.

2049. Are you aware that very great complaints were made with regard to inconvenience upon the part of the public during the existence of the mail cart?—Yes.

2050. You have stated that the Post-office authorities were obliged to raise an action against the railway company to compel them to perform the service which you conceive to be incumbent upon them by the Act of Parliament. The Lord Advocate raised an action in the Court of Session, in which the decision was given in favour of the Post-office, though with some difficulty on the part of some of the Judges. The finding of the Judges was, "Held, construing the 11th section of this statute, that a Post-office guard was entitled to travel along a line of railway, on payment of the fare exigible for a second-class passenger, and on paying for the mail bags the rates fixed by the company for a second-class passenger's luggage; and that the railway company were not entitled to exact separate parcel rates for the bags given into the guard's custody at the places of stoppage, nor to refuse the Post-office servants access to the platforms to effect the change of bags." Are you aware that it is alleged on the part of the railway company, that, so far from conveying that which was merely equivalent to a passenger and his luggage, they were obliged to assign a whole compartment to the guard and his bags; that he took up the room of eight persons, and that the company received a second-class fare, something being added for the additional weight. I am informed that for the service rendered by the railway company to the Post-office, they received only 740*l.* a year, inclusive of the charges for the extra weight of the bags, and for this sum they conveyed the guard and the mail 95,940 miles, that of course being at the rate of 1¾*d.* per mile?—That is about the second-class fare.

2051. Would you conceive that to be a fair remuneration for such a service as I have referred to; not only a place being assigned for the guard, but a whole compartment of a second-class carriage being put at his disposal for the conveyance of the mails?—The Postmaster-general has no power to require that a whole compartment should be given up to the guard; if it was done at all, it must have been done voluntarily on the part of the company; we do not require it.

2052. If it is not necessary for the stowage of the mails?—It is not necessary.

2053. I think you must allow, that even a second-class passenger could not be very reasonably expected to take possession of a place which was necessary, in a great measure, for the stowage of the bags, inasmuch as he would be subject,

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at every place where the bags were taken in and given out, to great inconvenience?—I cannot judge of the circumstances; if the bags exceed the ordinary allowance for luggage, then an additional charge may be claimed under the law, and is claimed. If the bags do not exceed the ordinary weight of luggage, I do not think they would be so numerous or so large as to inconvenience any passenger.

2054. *Chairman.*] I presume if that principle were carried out to the extent of the guard being allowed to go in a train as a second-class passenger, to be charged merely for the excess of the weight of luggage they allow to a second-class passenger, it would result in this, that the Post-office might put such a weight of bags with its guard into a second-class carriage, that it would amount to merchandize instead of passenger's luggage?—The Committee will remember that it is a privilege given to all the world; it is not peculiar to the Postmaster-general; anybody may take a wagon-load of luggage if he chooses to pay for it accordingly.

2055. Do you maintain that any second-class passenger has the right to go into a second-class carriage, and carry with him any amount of luggage, provided he pays the excess?—No, he has not; nor is the guard entitled to take bags into the carriage if the company object; it is open to the company to say, "This is your luggage, and we require that it shall be put into the tender."

2056. Mr. *J. MacGregor.*] Would not that prevent the postal service being conducted in the way in which it is now carried on?—It might interfere with it.

2057. Would not it be impossible to carry it on?—No, not all; the messenger would go to the van instead of coming to a particular carriage, and the bags would be handed to him by the railway servants, or the guard might leave his seat and go; it would be an awkward arrangement, but in point of fact the whole difficulty is imaginary; those supplementary mails are never heavy.

2058. Mr. *Cowan.*] I am informed by a gentleman connected with the company, that a ton or two of bags might be included in the charge?—I can hardly imagine such a case; just consider the enormous payment which the Post-office would have to make for carrying a ton or two of bags; I suppose any railway company would be very glad to have a Post-office guard with a ton or two of bags, on which to pay the extra charge; I forget the charge for excess of luggage, but it is very high.

2059. (To Mr. *Page.*) Are you aware, that after the opening of the railway between Edinburgh and Hawick, a distance of 53 miles, the Post-office were not able to employ the railway, owing to what they conceived to be an excessive demand for the service?—I am aware of that circumstance; for nearly three years the Postmaster-general was in negotiation with the Edinburgh and Hawick Railway Company, without being able to come to terms.

2060. You are probably aware that the mails in the meanwhile were conveyed by a mail-cart?—They were.

2061. Are you aware that the mail-cart left Edinburgh and Hawick respectively in the morning; and, it being a hilly road, the whole day was occupied in the transit of the mail-cart from one terminus to another?—No; I think the Honourable Member must have been misinformed; if my recollection is right the mail-cart left Edinburgh at five o'clock in the morning, and reached Hawick about 11 o'clock; a return post left Hawick a few minutes after one, and got into Edinburgh about seven; so that it would clearly appear that an opportunity was afforded, although there was only a short interval, of replying by return of post to a letter from Edinburgh.

2062. Are you not aware that the cart was very generally late in its arrival, owing to the difficulty of the service?—I am aware that that was the case; but even supposing the cart to have been so late as to preclude all possibility of reply in that short interval, still the course of post would not have amounted to four days. I should explain that other opportunities were afforded to Hawick of replying, though not by a direct mail. Hawick had a communication from Carlisle, and a letter from Edinburgh to Hawick might have been sent round by Carlisle. There was also a communication *vid* Kelso and Berwick, and I believe that route afforded a despatch from Hawick at night, with a delivery in Edinburgh the next morning.

2063. Are you aware that there was ever great dissatisfaction and discontent in the district from the arrangement, or rather disarrangement, to which I have referred?—I am aware that numerous applications were made for the use of the railway in lieu of that mail-cart.

2064. You

2064. You remember, probably, that a deputation went to the Postmaster-general upon the subject, consisting of Mr. Macaulay, Mr. Elliott, a Member for the county of Roxburgh, and myself, when the grievance was fully gone into, and when we were assured that in the course of a short time we should receive redress?—I remember that nearly all the applications upon this subject came through Mr. Elliott, the Member for that district.

2065. Marquis of *Chandos* (To Mr. *Hill*).] In reference to the bags being carried by the guard as luggage, at a second-class fare, is it not the fact that you wish to drop those bags and exchange them before the train arrives at the terminus?—We wish to exchange them at roadside stations if the train stops.

2066. Do you consider that second-class passengers, having taken their tickets from one place to another, have the right to take out their goods from the van and change them at the intermediate stations?—No; I believe it is a right which is not conceded by railway companies.

2067. But still, unless that were conceded to the mail-guard, it would be but of little use the bags being conveyed by him in that way?—That is exactly the difficulty which I have; but, on the other hand, the passenger with whom the guard is compared does not travel backwards and forwards every day, and pay his full fare every time.

2068. Is it not the fact that second-class passengers do travel backwards and forwards between two towns daily?—In that case they generally get season tickets, and are carried at a very low rate.

2069. Mr. *J. MacGregor*.] Do not you know that season-ticket holders are seldom persons who take large quantities of luggage?—They may do so.

2070. Marquis of *Chandos*.] Are there not many places between which season tickets are not granted?—In all such cases I doubt whether individuals who ride every day would do so unless they had a season ticket.

2071. Mr. *J. MacGregor*.] If eight places are reserved for the mail guard, and the train is quite full, if more passengers require to be conveyed by that train, would not the effect be, that the company would have to put on another carriage?—The Postmaster-general has no power to require those places to be reserved for the mail guard; if it is done, it is done by the company voluntarily, and the company has no right to demand payment.

2072. Is not it a concession to the public service?—No, I do not think it is.

2073. Would you limit the public service to the strict right of a second-class passenger?—If the mails are so heavy that places for more passengers are required, the Postmaster general could direct his guard to take two or three places, according to circumstances.

2074. Are the Committee to understand that the Postmaster-general would be willing to do that?—If the mails were so heavy as to make it necessary that the guard should have a large space given up to him; but they never are so heavy; it is altogether imaginary.

2075. *Chairman*.] The space which those mails occupy, I apprehend, is the great difficulty?—They never do occupy much space; I am speaking of those mails which are called supplementary mails. The great mails, the day and night mails, are necessarily placed under notice; if they are large mails we cannot allow them to be sent otherwise.

2076. You do not deny that if the Post-office requires the inside of a second-class carriage you ought to pay for it as such?—Certainly not.

2077. I understand you do not claim for the Post-office that the rule which you have mentioned, of carrying the guard and the bags at a second-class fare, shall apply when you require the whole of the inside of a carriage?—Certainly not; I think it would be a convenience that the postmaster should be entitled to require a whole compartment, but then he must pay accordingly; not at the rate to be determined by a calculation of the fares of eight passengers who would be excluded, because, in point of fact, the company would make provision accordingly, and we should not exclude any passengers.

2078. In your statement which you put in, in your first day's evidence, you mentioned that it was the intention of the Post-office to accelerate the mails to the north?—Yes.

2079. The third column, to which we have referred so often, shows an acceleration between London and Newcastle of I think about an hour?—Not quite an hour; 53 minutes.

2080. Seeing that, according to another statement which you have put in, even

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at the present speed of the trains, a considerable and continual delay has taken place, how do you propose to accelerate the speed without increasing the irregularity?—The speed is not to be accelerated over that portion of the line where it is already high; the acceleration is chiefly between London and Rugby, where, for the reasons which I have already pointed out, the speed is low.

2081. Do you think that, as the trains are now managed, you can increase the speed to the extent that you point out, without also increasing to some degree the irregularity of the trains?—I think we can, provided the companies will take their measures accordingly; but if the trains are to be of indefinite length, then any high speed is in my opinion incompatible with regularity.

2082. That is the point to which you alluded, when you said that you thought the Postmaster-general should have more power than he has now with regard to trains carrying mails; you would give him the power of regulating the number of carriages which accompany the mails, enabling him either to appoint special trains or small trains as he thought fit?—Certainly, such a limitation being of course taken into account in determining the sum to be paid to the company.

2083. Mr. *Cowan* (To Mr. *Page*).] Are you able to state what the rate of remuneration demanded by the Hawick Railway Company was for the performance of the Post-office service?—Yes; in 1849, when we first negotiated with that company, they asked, for the conveyance of the bags once each way, daily, by their ordinary passenger trains, over the hours of which we asked no control whatever, the sum of 6 *d.* per single mile, which amounted to 900 *l.* a year for the single service. Eventually, in March 1853, when, owing to the pressure from without, probably, they were induced to lower their demand, they made a proposal to give us the use of two trains daily, in each direction, for the sum of 600 *l.* a year, being only two-thirds of what they had previously demanded for a single train each way.

2084. Are you aware what was the expense of the mail gig?—One trip each way, daily, cost, as nearly as possible, from 450 *l.* to 500 *l.* a year.

2085. You are now getting the service performed twice a day for not a great deal more than the expense of the mail gig?—Precisely.

2086. Mr. *Milner* (To Mr. *Hill*).] With regard to special mails not carrying passengers, supposing you find you are not able to carry out the acceleration in the ordinary way, and that you have to resort to special mails, not carrying any passengers, do you anticipate that you can make any terms with the railway companies at a much less rate than 5 *s.* per mile?—I should think 5 *s.* per mile would be a very extravagant demand for such a service.

2087. Mr. *Fortescue*.] Do you recollect a witness from Liverpool, Mr. Bouch, saying that he thought the people of Liverpool had a right to a special mail between Liverpool and Glasgow; he seemed to think that railway trains ought to be fitted to the wants of individual towns, apart from the general mail service; have you any observations to make upon that point?—I have merely to remark, that it can only be done under very favourable circumstances, because of the great cost of railway conveyance. It is, no doubt, very desirable that Liverpool, Manchester, and other large towns, should have mails arriving in the morning and departing in the evening; that is to say, that they should enjoy advantages similar to those which are now enjoyed by London; but the expense of such an arrangement would be enormous, unless the payments to railway companies were brought under better regulation. In the particular instance referred to, the companies, for the use of a train actually running, demanded, in the first instance, about 6,000 *l.* a year; and an arrangement was finally made, by which, taking advantage of the law which permits the Postmaster-general to send a guard as a passenger, the convenience was afforded to Liverpool and to Manchester, at a cost, I think, of about 700*l.* a year. In that instance we could not give the convenience to any intermediate towns; it was confined to the terminal towns; and of course when the company ceased to run the train, the convenience ceased also. I think it is very desirable indeed that the Postmaster-general should have it in his power to give large important towns, like Manchester, Liverpool, Glasgow and Edinburgh, conveniences of this kind; but I do not see how it can be done under existing arrangements.

2088. That is to say, where there is already a costly mail-train running through a town to a distant part, the Postmaster-general would be very slow in going to great additional expense to put on an additional mail train between any two points?—Exactly. The principle upon which the matter is regulated is very much

much this: the Postmaster-general considers it his duty to maintain two mails upon all the great lines every day, one leaving London in the evening, and another leaving London in the morning. Then it must depend upon accident whether those mails serve the towns through which they pass in the most convenient manner or not; if they pass those towns in the evening, then they are very convenient as night mails; but if they pass those towns in the middle of the day, which was the case with the day mail to the north, as regards both Liverpool and Manchester, then they are inconvenient. London, of course, has a preference, because of its great magnitude. Perhaps the Committee will be a little surprised when I mention that the letters delivered in London are much more numerous than those delivered in the nine next largest towns put together; they form, indeed, about one-fourth part of all the correspondence of the United Kingdom; about one-half of all the letters which are written pass through the London office one way or the other. It will be seen, therefore, that if the convenience of any town is to have the preference in the postal system, London is clearly the town entitled to that preference.

2089. Mr. *J. MacGregor.*] Is it not the case that the population round Liverpool and Manchester, within a certain circle, is even greater than that around London; therefore, one would suppose, if personal convenience is to be considered, that a great amount of accommodation ought to be given to those districts?—I am aware that such a statement is made,—that the population is greater within a circle of 40 miles; in the Post-office, however, we pay but little respect to those who do not write letters; we look at the number of letters, not at the population. The question with us is, whether they are our customers or not; if they are our customers, we treat them with great respect; otherwise, we are apt to treat them with indifference; but the circumstance of London being the metropolis, causes a great correspondence between London and every other large town.

2090. *Chairman.*] Have you any means of giving the Committee a statement of the letters coming in at Tamworth from the west?—(Mr. *Page.*) Not from the west; we have had an account kept, to show the number coming by the up-mail from Ireland and Scotland, to go to Derby and York; but that did not include the west.

2091. Can you give the Committee any information of what is the proportion of letters for which it is desirable to justify the detention of the mail at Tamworth, if there is any, about which so much complaint has been made at Newcastle?—(Mr. *Hill.*) We satisfied ourselves, but not upon very exact data, that if the London mails were sent on to Newcastle, and all the letters which now flow in at Tamworth were left behind—that is to say, if the mails were put upon the Great Northern Line, and no steps were taken to bring up the letters which would otherwise be left behind—then the probability is that Newcastle would lose about half its correspondence.

2092. Can you give the Committee any details upon that subject?—We have no very exact knowledge. The Committee will be surprised when I mention that we have no very accurate data for these estimates; we cannot, without retarding the progress of the mails, and creating a great deal of inconvenience, stop to count all the letters; we make the best estimate we can, by counting them in certain cases, and getting at the impressions made upon the minds of those who see the letters every day, and so on.

2093. Have you formed any opinion yourself what proportion the bags from the east coast, which it is maintained ought to be accommodated, and would be accommodated by the Great Northern line, bear to the bags delivered by the mail at Tamworth, for which the mail is bound to wait?—The latter number is very much greater than the former, but how much greater I could not say. (Mr. *Page.*) I estimate them roughly in this way: assuming Mr. Hill's statement to be correct, as I believe it is, that the letters which would be left behind would amount to one-half of the correspondence of Newcastle, then, taking the whole correspondence, which we know amounts to about 64,000 a week, half of which is 32,000, we know that the Eastern Counties correspondence for Newcastle is equal to about 1,300; consequently you might estimate it in the proportion of 1,300 to 32,000. (Mr. *Hill.*) That would be an over-estimate, because the 65,000 includes the local letters, and letters coming from the North as well as from the South. It is a very large number, and I should think we should be within compass if we were to say something like ten to one.

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2094. (To Mr. *Tilley.*) Can you form any opinion of the proportion?—I think it would be mere guess work.

2095. Is it your opinion that it is much larger?—Very much larger; possibly what Mr. Hill says, ten to one.

2096. (To Mr. *Hill.*) I presume it cannot form any great proportion to the letters received direct from London?—At such a distance as Newcastle, the London correspondence falls off very much. Mr. Page reminds me that an account was kept of the London correspondence with Newcastle, and it was 1,400 letters a day; an account was taken for three days, and the average was about 1,400 letters a day. (Mr. *Page.*) An account was taken on the 16th, 17th, and 18th of May; it would be about 8,900 a week out of 65,000; it is not a very large proportion.

2097. Mr. *J. MacGregor.*] In reply to questions from the Committee, asking what the average weight of the mails was at particular periods, the return is a blank; will not the Post-office be able to lay any estimate before the Committee upon that subject; has no estimate been kept at any of those periods of the weight of any of the mail bags?—(Mr. *Hill.*) I have, for my own information, had estimates occasionally made, but they are very rou h ones.

2098. Can the Post-office give an estimate of the weight of the newspapers?—A very rough one.

2099. You have stated that the weight of the newspapers was nine-tenths of the whole weight of the bags?—I only spoke roughly; I confined it to the mails from London.

2100. Cannot the Committee have that point cleared up at all, as to what the proportionate weight of the different parts of the mail is?—We can give some very rough estimate of it, that is all we can do; we know the number of letters despatched from London, and the number of newspapers, and the number of book parcels; therefore if you feel justified in assuming an average weight, you may get at the proportions.

2101. Could not you have a certain quantity of an average character weighed, so that some approximate return could be made?—Yes; but we must confine it to the mails from London.

John Tilley, Esq., called in; and Examined.

J. Tilley, Esq.

2102. *Chairman.*] WHAT office do you hold in the Post-office?—Assistant Secretary.

2103. Mr. *Fortescue.*] Sir George Grey, in his evidence, informed the Committee that he was of opinion that more post-offices were required upon the line between Newcastle and Berwick; have you any observations to make upon that point?—The reason we objected to the additional post-office for which Sir George Grey asked, was simply becouse the letters for that place were very few; we do not want, generally, to increase the number of post-towns, because it very much increases the work in the London office.

2104. The amount of correspondence you did not think was enough to justify the change which Sir George Grey recommended?—Just so; his application was in favour of North Sunderland, the letters for which are about 200 a week.

2105. Sir George Grey also complains, that no travelling post-office is employed upon the line north of Newcastle; would such a post-office be of any practical use?—No, it would not; because the letters would not arrive in time for the London delivery at Edinburgh, the London mail for Edinburgh going the other way, by Carlisle and Perth.

2106. Mr. *Cowan.*] How far does the travelling post-office go?—To Newcastle.

2107. Mr. *Fortescue.*] It has been stated by Sir George Grey, and other witnesses, that the local surveyors do not possess local knowledge sufficient for the due performance of their duties; can you give the Committee any information upon that subject?—I think they do possess local knowledge. The local surveyor is always travelling about, and is never stationary at any one place.

2108. Have you had any experience of that office?—I was surveyor of the northern district, the district of which Sir George Grey speaks.

2109. Can you state that you were thoroughly acquainted with the wants of the district?—I think I was, just as well as if I had lived there.

2110. Being constantly in the habit of moving about, you acquired the best local information?—Yes.

2111. *Chairman.*] Will you state to the Committee what is the principle upon which the Post-office acts in establishing local post offices?—We consider each letter as being worth a penny; and if the number of letters is sufficient, calculating them at a penny, to cover the expense of a post-office, we then establish it.

2112. Is any particular number fixed?—No; we go so far in expense as the number of letters will justify, calculating them at one penny each.

2113. In all cases?—Yes.

2114. Do you ever grant a post-office where at present the amount of letters do not appear to justify its establishment?—We do not.

2115. Was not that the case formerly?—We used to take 100 letters; and if a place had 100 letters, we used to establish a post-office without reference to any other consideration.

2116. What caused the alteration?—It was thought more fair that the expense should be governed by the correspondence, and that it would be better for the public.

2117. Since that alteration has taken place in the Post-office arrangements, has the number of offices increased very much?—Very largely.

2118. More in proportion than before?—I think so.

2119. Have you been able, by adopting that principle, to establish offices in small places?—Certainly; because a place which has only 30 letters a week may have a post-office, if it can be cheaply served; formerly it was excluded from having a post-office.

2120. Mr. *Fortescue.*] A great number have been established of late years?—Yes.

2121. Mr. *J. MacGregor.*] How do you mean that a place with only 30 letters a week can have a post-office?—If the expense of serving it is only half-a-crown a week.

2122. Mr. *Cowan.*] Do you think that these facilities have tended to increase the number of letters throughout the country?—No doubt they have.

2123. Mr. *Milner.*] Have you not had several complaints of the insecurity of unlocked bags, giving the rural messengers full power over the whole of their contents?—I think the complaints have not been frequent; I do not remember any.

2124. Might not the bag for the chief village be locked, where there were only upon the average 10 letters a week to be dropped between the chief post-office and the village post-office?—I think it is much better to have an open bag.

2125. Mr. *J. MacGregor.*] Has any principle been established with regard to rural posts; you say that the Post-office is self-supporting?—The principle is to establish a post-office when it is self-supporting.

2126. Are you willing to give away the postage on the letters to the rural posts, in any case where the number of letters will pay the expense?—We do always establish a post when the number of letters will pay the expense.

2127. Mr. *Fortescue.*] From your experience as a district surveyor, can you express any opinion on the statement which has been made to us, that the mail carts are generally more regular than railway trains?—My impression certainly is, that they are much more regular.

2128. Mr. *J. MacGregor.*] You carry bags under the railway system to the extent of about 9,000,000 of miles a year; can you put in a return, showing what number of miles the mails are carried by mail carts?—I can.

2129. *Chairman.*] (To Mr. *Page.*) Have you the returns which were ordered by the Committee on the last day of their meeting?—I have. (*The same were delivered in.*)

Vide Appendix.

Lunæ, 29° die Maii, 1854.

MEMBERS PRESENT.

Mr. John Wilson Patten.	Mr. Thompson.
Mr. Henry Herbert.	Mr. Blackett.
Mr. Wilson.	Mr. Milner.
Mr. Fortescue.	Mr. Egerton.
Marquis of Chandos.	Mr. Divett.
Mr. James MacGregor.	Mr. Philipps.
Mr. Alexander Hastie.	Mr. Liddell.

JOHN WILSON PATTEN, Esq., IN THE CHAIR.

Rowland Hill, Esq., called in; and further Examined.

R. Hill, Esq.

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2130. *Chairman.*] WILL you have the goodness to state to the Committee what, in your opinion, is the weight of the mails leaving the General Post-office every day?—I have caused a rough estimate to be made of the weight of the mails despatched in the evening from the General Post-office.

2131. Will you put that statement in, if you please?—I will do so. The average weight appears to be about 13 tons 18 cwt. 3 qrs. and 25 lbs.; the Committee will be aware that the evening despatch is far heavier than the morning despatch, and very much heavier than any of the mails coming into London.

[*The Witness delivered in the following Paper:*]

INLAND OFFICE.

ESTIMATED Average Weight of the Evening Mails despatched from the General Post-office.

	Tons	*cwt.*	*qrs.*	*lbs.*			
Letters - -	1	7	0	7	=	10	per cent. of the whole.
Books - -	0	6	0	2	=	2	„
Newspapers -	10	19	1	0	=	79	„
Bags - -	1	6	2	16	=	9	„
	13	18	3	25	=	100	„

(signed) *W. Bokenham.*

2132. This is exclusive, then, of the morning despatch?—Yes; if the Committee desire it, I could give a very rough estimate, but it would be exceedingly rough, as to each of the mails.

2133. At a guess, what should you say is about the proportion which the morning mail bears to the evening mail?—The morning mail outwards weighs probably about one-fourth of the evening mail; the night mail inwards (that which arrives in the morning) also weighs probably about one-fourth of the night mail outwards, and the day mail inwards weighs probably about one-tenth of the night mail outwards.

2134. You have divided the return into four portions; the first showing letters, the second books, the third newspapers, and the fourth bags; does that portion comprising the books contain everything that we call parcels?—It contains everything that is carried at the rate of sixpence a pound.

2135. Do you believe that in the day mail the proportion is about the same?—No; it would be much less.

2136. Do you believe that in the letters which arrive at the Post-office from the country the proportions are the same?—No; the proportion is much less.

I have

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I have an exact account, which was taken for the month of April, of the number of book packets in and out of London, and through London, which, if the Committee please, I will put in.

2137. The month of April you consider an average month to take?—Yes; I do not think there is much difference between one month and another; the account was taken for a month, because on certain days of the month, towards the end, and about the beginning, the number of book packets is unusually large.

2138. Will you state the result?—I will give the totals for the month. The number of book packets inwards (that is, packets addressed to London) was 2,983, and the postage charged upon them, 83*l.* 0*s.* 6*d.* The number forward (that is, packets passing through London to other places), 3,499; the postage charged, 97*l.* 4*s.*; the number outwards (that is, the number originating in London, and despatched from London), 17,861, and the amount of postage charged, 492*l.* 7*s.*; then the district post despatched 360 book packets.

2139. Mr. *Blackett.*] Outwards?—They are not distinguished; it means books that are posted within the London district for the London district; the amount of postage was 9*l.* 13*s.* 6*d.*, giving a total of 24,703 packets, and a total amount of postage of 682*l.* 5*s.*

2140. Mr. *Divett.*] For how long?—For a month.

[*The Witness delivered in the following Paper:*]

RETURN, showing the Daily Number, and Postage charged thereon, of Inland Book Packets distributed through the London Office in 1854.

DATE.	Inwards.		Forward.		Outwards.		London District Post.		TOTALS.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
April 1	114	3 11 6	235	6 9 –	1,142	32 5 6	31	1 2 –	1,521	43 8 –
3	144	4 2 6	120	3 11 –	1,104	32 – 6	13	– 7 6	1,381	40 1 6
4	171	4 12 6	222	6 2 6	969	25 16 –	6	– 3 –	1,368	36 14 –
5	153	4 1 –	130	3 10 –	673	17 13 6	7	– 4 6	963	25 9 –
6	121	3 8 6	129	4 – 6	1,569	41 17 6	9	– 4 6	1,828	49 11 –
7	132	3 12 6	168	4 10 6	1,274	32 10 –	9	– 4 6	1,583	40 17 6
8	127	3 5 –	143	3 17 6	911	24 13 –	14	– 7 –	1,195	32 2 6
10	143	3 17 6	137	3 14 6	467	13 9 6	11	– 7 –	758	21 8 6
11	153	4 – 6	166	5 4 –	803	22 5 6	9	– 4 6	1,131	31 14 6
12	94	2 18 6	114	3 10 –	503	13 19 –	4	– 2 –	715	20 9 6
13	114	3 4 6	160	4 12 6	484	16 12 6	13	– 7 6	771	24 17 –
14	101	2 15 –	193	5 3 6	111	3 5 6	1	– – 6	406	11 4 6
15	60	1 13 –	57	1 11 –	652	19 1 6	12	– 6 6	781	22 12 –
17	144	3 17 6	111	3 3 –	466	13 4 6	11	– 6 –	732	20 11 –
18	105	3 3 –	208	5 5 6	498	14 3 –	16	– 8 –	827	22 19 6
19	126	3 10 6	212	5 12 –	782	18 13 6	128	3 5 –	1,248	31 1 –
20	115	3 – 6	113	2 19 –	576	15 15 6	5	– 2 6	809	21 17 6
21	207	5 16 6	146	4 2 6	526	14 5 6	5	– 2 6	884	24 7 –
22	113	3 7 –	117	3 4 6	603	17 13 –	6	– 3 –	839	24 7 6
24	90	2 7 6	99	2 13 –	704	20 2 6	4	– 2 –	897	25 5 –
25	96	2 10 6	151	4 1 –	726	20 11 –	13	– 6 6	986	27 9 –
26	59	1 11 –	91	2 8 –	69	2 2 –	–	– – –	219	6 1 –
27	44	1 4 6	46	1 5 6	369	10 5 6	17	– 8 6	476	13 4 –
28	138	3 15 –	119	3 1 6	571	15 12 6	8	– 4 –	836	22 13 –
29	119	3 14 6	112	3 12 –	1,309	34 9 –	9	– 4 6	1,549	42 – –
Totals	2,983	83 – 6	3,499	97 4 –	17,861	492 7 –	360	9 13 6	24,703	682 5 –

Inland Office, 2 May 1854.

(signed) *W. Bokenham.*

2141. What is the charge on other parcels not described as book parcels?—The charge on any other parcels is the same as on letters, 2*d.* per ounce, which would amount to 2*s.* 8*d.* per pound.

2142. *Chairman.*] Can you find any estimate as to the amount of parcels that pass through the post-offices generally in the kingdom?—No, I could not give the Committee any useful information on that subject; we know the average rate of postage in the London office, which, perhaps, would afford some indication of the proportion of the parcels; the average postage upon all the inland letters (including under the term "letters" everything charged at the letter rate of postage) is about a penny and a fifth part of a penny; that is, the London average, which is probably quite as high as the average elsewhere.

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2143. What, in your opinion, is about the income derived from that branch of the postage, parcels weighing 6 *d.* per pound?—I have made an estimate, which, with the permission of the Committee, I will put in; but I should say that I consider that what is here stated is somewhat beyond the actual amount.

[*The Witness delivered in the following Paper:*]

Book Packet Postage.

Rough Estimate for the United Kingdom.

Amount charged on all passing through the London office in the month of April 1854 (*vide* Return of May 2d, 1854), 682 *l.* 5 *s.* Assuming that the book packets bear the same proportion to letters in other offices (and they are probably less), the double of this would be the monthly amount of book postage for the United Kingdom, 1,364 *l.* 10 *s.*; or 16,374 *l.* per annum.

2144. In that calculation, what do you estimate the cost per mile at for the carriage of these books?—Assuming for a moment that the whole of that postage represented the cost of carriage along the railways, it would be rather less than five per cent. upon our total payments, or, on the average, something less than a halfpenny per mile; but the Committee, of course, will see that the great cost is in the delivery of the book packets, and not in their conveyance; and then, again, that many of the book packets do not go by the lines of railway at all.

2145. When you say it amounts to five per cent. on your expenditure, do you confine that to railway expenditure, or do you include the expenditure of delivery also?—The whole receipt for book packets amounts to something less than five per cent. upon our payments to the railway companies for the conveyance of the whole mails.

2146. Do all the parcels that leave the Post-office go by the railways?—Certainly not, and probably few of them, comparatively, go all the way by railway.

2147. As far as you have been able to observe, what direction does the parcel traffic through the Post-office take?—I believe that the book parcels are for the most part addressed to rural districts; a good many go to the rural clergy. I find, also, on inquiry, that all the reports of the Agricultural Society, without exception, pass through the Post-office. The rule appears to be invariable, for the amount of postage is included in the subscription to the society.

2148. Do you find that the parcel traffic through the Post-office is increasing or decreasing, or is it stationary at the present moment?—May I ask whether the question is confined to the book parcels?

2149. Yes?—It has been increasing, no doubt, for some time.

2150. Have any particular circumstances, do you think, led to an increase lately?—Not very lately; a year or two since some restrictions upon the use of the book post were removed, and the effect was to produce a considerable increase at that time; but I am not aware of any circumstance that has occurred recently to produce such a result. The extension of our system of rural distribution would of course have that tendency; and I should state that, in the return or rather in the estimate of the book posts, we do not include books addressed to the colonies.

2151. Mr. *Egerton.*] Or to India?—No.

2152. Or Parliamentary papers?—No; those have always gone.

2153. Mr. *Liddell.*] Do the Government pay for that?—No; there is a postage charged upon Parliamentary papers; a low rate; a penny for a quarter of a pound: this has been the case since the introduction of the penny postage; before that they went free.

2154. *Chairman.*] What is the advantage which you think the public have with regard to the conveyance of books by post, instead of by other means of conveyance?—The principal advantage, I think, is, that the present system gives to the public the benefit of a very complete organisation for the distribution of book parcels; the organisation of the Post-office is exceedingly complete as compared with that of the railway companies for the same purpose.

2155. In what particulars?—If a person residing in one part of the country should desire to send a book to another part, he would find very considerable difficulty

difficulty in knowing how to proceed, if he were entirely dependent upon the railways. North of the Thames, I believe, there is a general organisation for the distribution of parcels, so that a parcel, taken, for instance, to Euston-square, would be carried all the way, say, to Aberdeen, for one payment, the sum paid being divided among the several companies concerned, according to an arrangement existing among them; but I believe that that organisation does not extend to railways south of the Thames. It therefore follows that even the towns which are upon railways are not connected one with another for purposes of this kind; but the difficulty is even greater, if an attempt be made to send a book otherwise than through the post from one village to another; for instance, suppose a person living at a village in the neighbourhood of Wells should desire to send a book to a friend living at some village in the neighbourhood of Inverness. The parcel would have to be carried first, by a village carrier, probably, to Wells; then by coach from Wells to the nearest railway station; then by railway to London; then by van through London to the Euston-square station; thence by railway to Aberdeen, from Aberdeen to Inverness by coach, and from Inverness to the village by the village carrier. Seeing that the parcel would have to pass through so many hands, I have every reason to believe it would be quite impossible for the person sending it to ascertain beforehand what would be the total charge which he or his friend would be subject to; and in the event of the parcel being lost on the way, it would evidently be almost impossible for any effectual inquiry to be made as to who was in fault. On the other hand, if the book be sent by the post, the person sending it has no trouble of inquiring as to the means of despatching it; he has merely to put it into the nearest post-office, pay upon it a moderate, fixed, and well-known rate of charge, and it reaches its destination without any further care on his part; and should it be lost or detained, he has no difficulty whatever in addressing his inquiry to the Post-office, with the view of ascertaining where the fault lies. I think the Committee will see that the Post-office organisation for the purpose of distributing book parcels is therefore incomparably superior to any organisation which exists among the railway companies.

2156. If a parcel is despatched from England to Ireland, does the same postage carry it the whole way?—Yes; the uniform rate carries the parcel from any part of the United Kingdom to any other part; it would carry it even from the Channel Islands to the Shetland Islands.

2157. Have you any means at the Post-office of ascertaining what proportion of the expenditure is to be ascribed to the book parcel delivery?—They are delivered by the same means as the letters.

2158. Do you know what additional cost that would impose upon the Post-office?—No; it would be very trifling; the Committee is aware that the number of book parcels is very small, and I should very much doubt whether it has added at all to the expenses of delivery, although there is reason to think that it has added largely to the expenses of conveyance.

2159. I believe that complaints have been made from time to time by the different railway directors of this privilege of sending parcels by railways?—Yes, it has been the subject of frequent remark by the railway companies, and I believe it is generally put forward by the arbitrator acting for the company as a ground for demanding a considerable payment for the conveyance of the mails.

2160. I believe that Lord Canning has on some occasions expressed his opinion as Postmaster-general upon that point, has he not?—Yes, he has; in a letter addressed by him to Lord Kinnaird, which having being published there can be no objection to my reading, there occurs this passage which seems to me to put the case in a very clear light:—"In reply to your complaint that the Post-office has well-nigh monopolised the parcel traffic to which in your opinion railway companies had every reason to look as a legitimate source of revenue, it is sufficient to say:—1st. That the statement is a great exaggeration, and that your calculations of such traffic are founded on very erroneous data. 2d. That by far the larger number of the existing railways, your own inclusive, were commenced since the establishment of penny postage, the time at which the Post-office began to share in the traffic to which you refer. 3d. That the railway companies have no exclusive right in the parcel traffic, and indeed should be the last to complain of that interference with existing modes of conveyance which they themselves (I am far from speaking in blame) have carried to an extent for which it would be difficult to find a precedent. And lastly, it might be shown that the distribution of small parcels by the Post-office with its undivided responsibility, and its

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wide organisation, uniting every town and every village one with another, and thus supplying facilities which the railways do not possess, so far from injuring the railway companies, yields them a beneficial traffic. Its advantage to the public at large can need no demonstration." I may mention, that with a view to this examination, I have made some inquiries of the publishers who use the book post extensively, and the information that I have obtained from them is to this effect, viz., that the large majority of books sent through the post, would not, but for the convenience afforded by the Post-office, be sent at all; and that the minority are not abstracted as small parcels which would otherwise be conveyed by the railway companies, but are taken from the large booksellers' parcels, such as are usually sent from the London publishers to the country booksellers. Now, as there can be no doubt that the Post-office pays the companies at a higher rate for the conveyance of the mails than that which the booksellers pay for their parcels, it would follow that even if the whole of the books sent through the post were abstracted from the booksellers' parcels the railway companies would still be gainers; but inasmuch as we not only pay a higher rate, but send a large number of books which otherwise would not be sent at all, it is manifest that the companies gain in two ways.

2161. But supposing that your recommendation should be attended to, and that Parliament should enact that the Postmaster-general shall have the power of sending Post-office bags as parcels by railways, that argument, of course, would rather fail, would it not?—No, I think not; because if the Postmaster-general sent books as parcels, and paid for the ordinary Post-office bags as parcels, it would depend upon what rate the Postmaster-general paid for the conveyance of those bags; if he paid as high a rate as the booksellers pay, then it is clear, I submit, that the railway companies would not suffer in the least; on the contrary, they would gain by sharing the great advantage afforded by the extensive organisation which the Post-office possesses for the collection and delivery of its parcels.

2162. Do you believe that that is a general impression among the bookselling trade?—There would be no difficulty in bringing forward evidence to establish these facts: I may mention the names of some gentlemen who would be prepared to give evidence before the Committee: Mr. Murray, who publishes the Agricultural Society's Report; Mr. Charles Knight, so well known as connected with the distribution of cheap literature; and Mr. Chapman, the publisher of the Westminster Review, would, I believe, all concur in such a statement as that which I have made.

2163. Have any other reasons been adduced to Lord Canning besides those you have mentioned against the transmission of books by parcels?—I am not aware of any.

2164. Have the complaints on this subject, which have been made by the companies, been general?—No, I do not think there have been any greater complaints by the companies on the subject. Their dislike to the arrangement has generally been manifested when a question of compensation has arisen. I am not aware of any complaint, except that from Lord Kinnaird. In the correspondence which has taken place at different times, book packets certainly have been mentioned as articles which ought not to be sent through the Post-office. I think there was an instance, some time ago, of a complaint on the part of the London and North Western Company, but not a formal complaint. Such complaints have generally arisen in conversation. The Great Western, I recollect, objected to the erection of letter-boxes at their stations, on the ground that they would be used by the Post-office for the collection of parcels which would otherwise be conveyed by the company.

2165. When the penny-postage system was first organised did this form a part of it?—Not the book parcels.

2166. At what period was the system of carrying books introduced?—It was commenced in 1848.

2167. Up to that period, what sort of parcels were included in the general system?—Everything sent through the Post-office, with the exception of newspapers and Parliamentary Proceedings, was charged at the ordinary letter rates.

2168. Was there any great increase in the number of parcels sent through the post immediately on the adoption of the present system?—No, the increase was not very large; that is, it was not very sudden; it has been gradual.

2169. Marquis of *Chandos.*] Is it or not the fact, that books form the greater portion of parcels conveyed by the Post-office?—They form all the parcels, properly speaking. As I have already explained, there is no limit to the size of a letter, and therefore anything which is brought to the office is carried, but it is carried at the full letter rates of 2*s.* 8*d.* per pound, or rather, I should say, twopence per ounce.

2170. When the penny post was introduced, were there not some limits imposed upon the size and weight of packets sent by post?—Yes; I have already stated that packets were limited to one pound in weight.

2171. And were they not limited also as to size?—No, there was then no limitation as to size.

2172. When was that limit as to weight extended?—The limit as to weight was removed, I think, in 1847, and the limit as to size was substituted at the same time.

2173. Was there or not a considerable increase after that period, or within two years of this period?—The effect was scarcely perceptible.

2174. Not within two years?—No, except that there was a general increase of letters, and probably an increase of heavy letters kept pace with the general increase; nothing more that; it rarely happens that a parcel weighing more than a pound is sent through the post, except it be a book parcel.

2175. You frequently have solicitors' deeds sent through the post, have you not?—Yes; they were always allowed to be sent, whatever might be their weight; that is, when the limit of one pound was established, an exception was made as regards deeds and similar documents.

2176. They form a large proportion, rather, of the heavy letters, do they not?—I can scarcely say how that is; the whole number of heavy letters is comparatively small, as most Members of the Committee had an opportunity of seeing the other evening, and as is shown by the low average charge; as I mentioned just now, the average postage of a letter, including in that term not only the little parcels paying the letter rates, but the book parcels, is not more, apparently, than about a penny and a fifth of a penny.

2177. You frequently have small boxes, and things of that sort, sent through the post, have you not?—Yes; pill-boxes, and sometimes little articles of jewellery; sometimes a watch will be sent in a box through the post.

2178. There is one expression in Lord Canning's letter which I do not quite understand; he speaks of undivided responsibility; do I understand that the Post-office are in any way responsible for parcels?—They are morally responsible.

2179. That is very little satisfaction to the sender, is it not, where a parcel is lost?—But it is a great security against the loss of parcels; the loss of a parcel in the Post-office is a circumstance of rare occurrence, even though the parcel be not registered, and by the additional payment of sixpence it is made practically secure.

2180. But there is no pecuniary responsibility?—No.

2181. Mr. *Egerton.*] Can you give any idea what is the proportion of registered parcels?—No, I cannot.

2182. Are many registered?—No; these parcels, of which we hear so much, are not, generally speaking, very valuable, and therefore they are not very often registered. A watch, or any packet containing jewellery, would usually be registered.

2183. Marquis of *Chandos.*] Can you give us any idea of the number of parcels that have been lost, or that have been complained of as having been lost, within any period?—I do not bear the matter in mind, but, of course, these matters are all recorded. Complaints of that kind, no doubt, would be very numerous, because if any one expects a packet by the post, and does not receive it, he generally assumes that it has been lost by the Post-office. Of course, if the Committee desire it, a return can be made of the number of missing letters; but, practically, there is great security, as every one must be aware from his own experience.

2184. I believe it is the case that the Post-office are not responsible for letters containing money, even when they are registered?—They are not.

2185. Or containing anything?—They are not pecuniarily responsible.

2186. The payment of the registration fee does not impose any responsibility?—No, it does not impose, I should say, any pecuniary responsibility.

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2187. You refer to the case of parcels being sent north and south of the Thames, or from places north to places south of the Thames?—Yes.

2188. You said you thought it would be impossible for a person sending a parcel to ascertain beforehand what would be the whole charge?—I believe that to be the case.

2189. Are you aware whether it is, or is not, the practice for the companies north of the Thames to receive parcels going to places south of the Thames, receiving the whole money?—I am not aware that that is the practice, nor do I think that it exists; but the noble Marquis, who puts the question to me, has better opportunities of knowing how that is than I have. I have merely stated what is my opinion.

2190. You referred to the case of a person sending a parcel from Wells to Inverness; would not the proper course for a person sending a parcel by railway, in that case be merely to send it to the nearest railway station, paying such an amount of money as they asked?—There is no railway near to Wells, nor do I think that at the nearest station the officer would be able to give any information as to the total cost of the conveyance of the parcel.

2191. Should you be surprised to hear that parcels sent from near Wells would reach some places on the London and North-Western line more quickly than if sent through the Post-office?—I think it is very probable that occasionally they may; but I should be very much surprised to find that such is the usual course of things, because I hear loud complaints of the great irregularity of railways in the conveyance and distribution of parcels and goods, and I myself have experienced that inconvenience repeatedly.

2192. In the case of a person at Wells, he would have to send his parcel, would he not, to the nearest post-office?—Yes, which would be in his own city; almost every village even now has a post-office.

2193. In the case of sending parcels by a company or by a carrier, the person sending the parcel is able to recover the value of it if it be lost, is he not?—No doubt, if he can fix the loss on any one party.

2194. And if he cannot find out by what company it was lost, he can recover the value of it, can he not, from the person who received it, and undertook to send it?—I am not aware what is the state of the law in that respect.

2195. Mr. *Liddell.*] You say that the Post-office, in the event of the loss of a registered parcel, are not pecuniarily responsible; if so, what is the advantage to the public of registering a parcel?—The advantage to the public is, that a receipt is taken by the person originally sending the letter, and a receipt is taken from hand to hand as it passes through the office; and the effect of this system is to render the transmission of registered letters exceedingly safe; the loss of a registered letter is an event of extremely rare occurrence.

2196. In the case of its loss, it would enable you to fix the exact person in whose hands it was at the time?—Yes; the person who first receives it at the window gives a receipt for it, and he takes a receipt from the party to whom he gives it, and so on throughout its course.

2197. Does the cost of registering letters vary in proportion to the value of the article sent?—Not as regards inland letters; as to them the charge is uniformly 6*d.*; as regards letters sent to France, the charge depends upon the weight of the letter.

2198. Mr. *Herbert.*] I believe great carelessness exists on the part of the public in directing and properly securing their letters?—Very considerable carelessness.

2199. Is there anything like the same amount of carelessness in directing parcels sent through the post that there is with regard to letters?—I am not aware that there is any difference.

2200. Do you think there are frequently cases in which such an amount of indistinctness exists in the direction, that if they were sent by railway they would not arrive at all?—I think that is very probable.

2201. Are they frequently secured in such a manner that in your opinion if sent by railway they would not arrive safely?—Parcels are frequently sent in such a manner that they burst open in the Post-office, but I do not know that they would be more likely to burst open if sent by railway, nor do I suppose there would be a greater risk of the loss of the contents except so far as the responsibility is divided; if a parcel has to be handed from one carrier to another,

another, then I conceive that the risk is increased in proportion to the division of responsibility.

2202. Then practically speaking, if a parcel is insecurely fastened it is more likely to be lost if it is sent by railway than if it is sent by the post?—I think so, for that reason.

2203. Mr. *Liddell.*] There is a certain class of parcels which the Post-office require should be left open at one end?—Yes, book parcels must be open at one end.

2204. Those are the parcels that are sent at so much per pound?—They are sent at the low rate of 6*d.* a pound; that is one of the conditions of their being carried at that rate, in order that we may see that no letters are enclosed in them.

2205. Marquis of *Chandos.*] The greater number of heavy articles, except letters that are sent by post, are sent as letters, are they not?—They are all sent as letters, excepting the books.

2206. Mr. *Philipps.*] Are maps taken as books?—Yes; we interpret the term rather freely; it means anything that is made of paper or parchment.

2207. Mr. *Wilson.*] Any book not uncovered at one end would be charged the full letter rates?—Yes.

2208. Marquis of *Chandos.*] Have you any means of showing the proportion of heavy letters?—No, unless the rate of the postage may be considered as an indication of the proportion of heavy letters, but an account could be made out, if the Committee desire it.

2209. You might arrive at the same average if there were two parcels very heavy, and 20 lighter ones?—No doubt, a few heavy parcels would bring up the average.

2210. So that in point of fact the average rate of postage gives no idea of the number?—It gives an idea of the number and weight combined, but there are very few articles except books, which would be called parcels, they are very small things; three or four inches in length; not more than that.

2211. Mr. *MacGregor.*] The 682*l.* 5*s.* earned at the Post-office in a month by the carriage of book parcels is an ascertained sum, is it not?—Yes; it is not all earned at the London office; it is the postage of all the books that passed through the London office either way.

2212. But the doubling of that sum, making 1,364*l.* 10*s.* per month, is assuming that throughout the United Kingdom the same amount only is earned for the carriage of book parcels as through the London Post-office?—Yes.

2213. For that you have no data; you have only assumption?—There are no certain data; my opinion is that the error, if any, is in excess, that the estimate is too high. If the return is examined, it will be seen that the number of book parcels despatched from London is, as might be expected, much larger than the number despatched to London. More than two-thirds of the whole amount consists of postage on parcels sent from London.

2214. Taking the figures you give us as the weight of letters passing out of London at night as 1 ton 7 cwt., I find that would only give 30,278,384 letters per annum?—But may I ask what you assume to be the weight of a letter?

2215. I am taking the weight to be only half an ounce?—But they are much less.

2216. You take them at a penny and a fifth as the whole average, so that would make it rather more than a penny?—A letter, however light it may be, is charged a penny. There is no doubt about the fact, it is one we have ascertained over and over again, that the average weight of a letter is less than half an ounce, including the parcels as they are called.

2217. Mr. *Wilson.*] Do you mean that the average weight of the whole of the bags going out on one night is under half an ounce?—Yes, of the letters.

2218. Containing heavy as well as light?—Yes.

2219. Mr. *MacGregor.*] If that be the fact, how is it that the average postage charged upon the letter at the rate of a penny per half ounce is a penny and a fifth?—It is very obvious. Suppose you had four letters, each weighing a quarter of an ounce, and a fifth letter weighing three quarters of an ounce, the total postage would be sixpence, which would average a penny and a fifth per letter; but it is clear that the average weight of those five letters would be less than half an ounce, very little more than a quarter of an ounce. When I gave in that return to which allusion is made, I mentioned to the Chairman that I had some doubt about the

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accuracy of the weight of the letters, and I think it would be better perhaps that I should have that statement examined. It has been made very hastily, and I myself am surprised at the low average weight of the letters as indicated by the return; but I know it to be the fact, that upon the average the weight is below half an ounce.

2220. Mr. *Wilson.*] Do you say that the whole average weight of every description leaving London, taking everything, averages under half an ounce?—Except newspapers; my own estimate has always been about the third of an ounce.

2221. Mr. *MacGregor.*] If you will give me the figures, we can alter the 30 millions accordingly?—It would be useless, because the number of letters passing through the London office is ascertained. I can give it you week by week. They are counted, and the number of letters delivered throughout the kingdom is ascertained; therefore we are not obliged to enter on a conjectural estimate of these numbers; we know what they are; and it is a fact beyond dispute that about one-half of all the letters that are written in the kingdom pass through the London office. The weight that is given here is the weight of one mail out of London. Now, there are two mails out of London, and two mails into London, and there are upwards of 40 millions of letters in the London district post which are not included in this weight at all.

2222. Am I right in supposing that the sum of 16,384*l.* per annum, which you have given, has reference to book parcels alone?—Yes.

2223. Then all such other traffic as we saw the other day, such as ladies' stays, and so on, is included in the general service?—Yes.

2224. They are unlimited now as to weight?—There is no limit now, and, except for a few years immediately following the reduction of the rate, there never was any.

2225. This estimate excludes all books going to the colonies and to India, does it not?—It does, the object being to afford some information upon the question of alleged interference with the earnings of the railway companies; railway companies, of course, do not carry book parcels to India.

2226. Marquis of *Chandos.*] Do I understand you to say that you exclude in this return book parcels which happen to be addressed to India, which may come into the London office from other parts of the kingdom?—There can be no doubt, judging from the heading of the return, that book packets reaching London on their way to India are excluded.

2227. And also book parcels for the colonies?—Yes.

2228. Mr. *MacGregor.*] As our visit to the General Post-office has been adverted to, I will ask you this question: is not the service which is now performed by the General Post-office almost as great as the accommodation it affords admits of?—Such is the case; we are very much in want of room.

2229. You have read from a return the number of letters the Post-office was estimated to contain, but you did not give the weight of the newspapers?—Ten tons, 19 hundredweight, and one quarter.

2230. That includes both morning and evening papers?—It includes all papers that are sent out in the evening.

2231. There has been no restriction put by the Post-office, has there, upon the transmission of the morning papers by the night mails?—No, these are, I think, chiefly morning papers.

2232. Will you give me the total weight daily?—The weight of the bags is one ton six hundredweight and two quarters, making a total of 13 tons 18 hundredweight 3 quarters 25 pounds.

2233. And no alteration has been made by the Post-office to lighten the night bags by any arrangement as to the hour at which morning papers may be received or transmitted?—The Post-office has no power to refuse to receive a newspaper that is posted within the usual limits as to time.

2234. You have been good enough to give us the weight of book parcels sent through the Post-office; is there any estimate at the Post-office of the weight of the heavy letters which are sent at the Post-office rates?—They are included in the estimate of the weight of letters.

2235. One ton seven hundredweight and seven pounds?—Yes.

2236. We observed at the Post-office that the larger packets are separated from the general mass of letters, and placed by themselves before being distributed; has any estimate been made of the comparative amount of those heavy packages?—I must ask the Committee to define what is meant by a heavy package.

2237. I will

2237. I will ask you by what rule are packages separated from letters at the Post-office?—I am not aware what the rule is.

2238. But it is obvious from the practice which we saw in use, that there is some rule adopted of separating the larger packets from the ordinary letters?—Many of the larger packets are put separate from the letters, but I am not aware under what rule that separation takes place.

2239. But by the same rule that the separation does take place, an estimate could be arrived at, could it not, as to the amount of those larger packets?—That would be leaving the matter in the hands of the sorters and others; I must ask the Committee to lay down its own limit as to weight. I think it will be much better, if the Committee see no objection, to order a return of all packages exceeding a certain weight; otherwise I am afraid the matter will not be sufficiently definite for us to make any return.

2240. Marquis of *Chandos*.] Is it not left to the discretion of the sorters at present?—I believe it is.

2241. Is it not rather with a view to a mechanical arrangement than for any other purpose?—I scarcely know what is the reason for the separation; possibly it might have been made in order that the Committee might see them on that particular occasion.

2242. Mr. *MacGregor*.] Who is the officer in charge of the sorting office?—Mr. Bokenham.

2243. He instructs the sorters as to the mode in which the letters are to be sorted?—Yes.

2244. Now we are informed that the mail for the Euston station on one evening occupied no less than 17 vans?—Yes, that is so.

2245. The information which you have given us to-day clearly shows that the larger proportion of weight contained in those vans must have been newspapers?—Yes.

2246. The next letters, and the next book parcels?—The weight is divided under four heads. The largest is newspapers, the next letters, and then bags—the bags are weighed separately—and then book parcels.

2247. It follows, from this return, that the mass of weight sent to the Euston station by all mails consists of newspapers?—It is so.

2248. And it follows also, that in order to facilitate the business of the Post-office, the thing we have to inquire about is, how best to deal with these newspapers; out of 13 tons 18 hundredweight nightly despatched from the Post-office, 10 tons and 19 hundredweight consist of newspapers?—That is correct.

2249. The despatch of stays, wigs, and things of that kind, that are sometimes sent through the Post-office, is not so important a matter as the punctual conveyance of the correspondence of the country?—I cannot give an answer to any question which implies that the Post-office is occupied in the despatch of stays and wigs, except to contradict the fact.

2250. If we were to obtain a return of the number of heavy letters sent each evening from the Post-office, we should approach, should we not, an estimate of the comparative advantage the public derive from the conveyance of single letters and these heavy packets?—It will be our duty, of course, to make to the Committee any return they may order.

2251. Mr. *Wilson*.] Is it not the case that, if such a return as has just been asked for were made, it would prove nothing as to the proportion of such articles going through the post as the Honourable Member has adverted to, as these heavy letters would contain chiefly valuable deeds, and articles of that kind, which would go as heavy letters, but which would, if their weight were taken, appear as parcels?—I have little doubt that the packages consist in part of articles of value, such as you have described; but we could only ascertain that by looking at the contents of them.

2252. If you made any general rule with a view to give accommodation to valuable parcels, such as solicitors' deeds, it would be impossible for you, would it not, in that general rule to exclude articles of minor value, if people chose to pay for them?—It would be extremely difficult, and it would lead to constant contention between the public and the department; if we were to make such an attempt, means of course would be taken to conceal the contents by using strong wrappers; and various means of that kind would be resorted to. We do, as far as we can, exclude all articles which may injure the letters. The regulations of the office enumerate a number of articles which are excluded; as, for instance, all

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liquids, all articles made of glass, and all sharp instruments; they are all excluded.

2253. Mr. *Liddell.*] All inflammable articles are forbidden, are they not?—Yes; everything is forbidden that is likely to produce injury to the correspondence; everything of that kind is excluded by a general rule of the office.

2254. Mr. *MacGregor.*] Would there be any difficulty in making a return of the articles that are excluded?—Certainly not.

2255. Mr. *Wilson.*] What was the limit when the penny post was first established?—There was no limit up to the time when the penny post was established; but at the time it was established, a limit of one pound was imposed, but with some exceptions.

2256. How long did that continue?—It continued, I think, till 1847.

2257. Any importance which can be attached to these parcels, as causing any delay in the general arrangements of the Post-office, is best represented, is it not, by the entire proportion they bear to the whole work of the office?—Certainly.

2258. You have already stated, that taking the whole number of packages and letters leaving on a given night, the average of the whole is still under half an ounce?—That is my strong conviction; there is practically no doubt about it.

2259. Therefore, any amount of labour or detention that can be caused by a few parcels of a larger weight, making only an average of so small a weight, can bear but a very small proportion to the general arrangements and labour of the Post-office?—Certainly. My opinion is, that any attempt to exclude these parcels would cause much more interruption to the business of the office than anything else. It would render necessary an examination of them.

2260. Is it not the case that the whole of the letters, including those parcels, form but ten per cent. of the whole weight of the evening mail?—Assuming the accuracy of that estimate, it is so. I think the return is a little wrong; I said so when I presented it.

2261. Mr. *MacGregor.*] Seeing that the transmission of newspapers bears so large a proportion to the other business of the Post-office, has any special attention been given to the subject of lightening the labours of the Post-office, without diminishing the public facilities with respect to the transmission of newspapers?—No; because we do not consider that it is within our province to deal with such questions; it is a matter rather for the Legislature to consider than the Post-office. There is no doubt that the necessity for despatching so large an amount of dead-weight is a very great inconvenience in the office, but that necessity has been created by the Legislature, and we feel it to be our duty to deal with the newspapers in the best way we can.

2262. Mr. *Wilson.*] Is the general labour of the Post-office, with regard to newspapers, indicated fairly by these figures?—No; because the trouble of sorting is measured rather by a comparison of numbers than by a comparison of weight.

2263. Mr. *Liddell.*] Can you state to the Committee, or have you any means of ascertaining the amount paid by the Post-office for the transmission of newspapers in one year?—We have no means of separating that part of the expense incurred by the transmission of newspapers from that part which is incurred by the transmission of letters. I can tell the Committee what is the total amount paid to the railway companies for the transmission of the mails.

2264. The newspapers are sent free of expense?—They are sent free of expense to the public, but not free of expense to the Post-office.

2265. We will take the year 1853 as probably the year in which the greatest number of newspapers were transmitted through the post; is there any mode of ascertaining what the Post-office paid for the transmission of such newspapers?—I do not see what the data are; if we could assume that the payment is in proportion to the weight, then a comparison of the weight of the newspapers with the weight of the whole mail would determine the question; but I am not sure that I should be justified in assuming that the cost of transmitting is in proportion to the weight. If I may so interpret the question, then, inasmuch as the total weight of the newspapers bears a very large proportion to the weight of the mail, it would seem to follow that the expense of transmitting the newspapers must bear a very large proportion to the total expense of transmitting the whole mail; but it is really a matter of opinion upon which I can hardly give an answer.

2266. Mr. *Milner.*] Have you any reason whatever to believe that the conveyance

veyance of such letters as may be called parcel letters interferes in any way with the due conveyance of ordinary letters and newspapers?—Not the slightest.

2267. Mr. *Liddell.*] When we find that the weight of newspapers per cent. is as 70 to 100, it would appear, would it not, that by far the largest proportion of the expenditure of the Post-office is for the conveyance of things which the public do not pay for?—There is no doubt that the conveyance of newspapers occasions a very considerable expense; but in fairness I ought to point out that the proportion of newspapers is considerably larger in the mails despatched from London than in the mails coming into London.

2268. Mr. *Milner.*] Because very few newspapers come into London?—Very few, comparatively; but that, again, throws light on the question of expense, because we do not find that we pay less for a mail coming to London than for a mail going from London; and therefore it would appear that, in the opinion of the arbitrator, the absolute weight carried does not very materially affect the award; these considerations make me hesitate to give a definite answer to the question put to me.

2269. Mr. *Wilson.*] Is it not the case that the cost of transmitting may be considered rather as a cost incurred for the certainty of transmitting the correspondence of the country than as proportioned to the weight carried?—I think so; I think that the greater part of the payment is for the exercise of the privilege of requiring that a train shall be run at a certain hour, and at a certain speed.

2270. *Chairman.*] You maintain, I suppose, that even if the parcels were given up, it would not materially diminish the expenses of the Post-office?—It would diminish them very little, I think.

2271. Mr. *Wilson.*] And it would diminish the labour of the Post-office but very little?—I do not think it would diminish the labour at all; I think that the necessity for ascertaining or endeavouring to ascertain what was contained in a packet, with a view of seeing whether the rule were observed or not, would involve more labour than would be occasioned by the despatch of the parcels without such investigation.

2272. Do you consider that practically the charge which is made is an effectual check against things being sent by the post, unless it be for accidental circumstances, or where time happens to be of great importance?—I think so; a charge of 2 *s.* 8 *d.* per pound is a very high charge for the transmission of any article.

2273. *Chairman.*] You made some observations as to the responsibility of the Post-office department, and you proposed on a former day that the sum should be so altered as to enable you to send bags by ordinary railway trains as merchandise?—Yes; at fixed rates.

2274. Do you propose to attach any responsibility to the railway companies beyond that which the Post-office itself incurs?—No; we do not now, under such circumstances.

2275. You would not propose to impose upon the railway companies the same responsibility to which they are liable with respect to parcels committed to their care?—No.

2276. You would relieve them from that?—We do at present relieve them from those responsibilities.

2277. Do you not send your mails in some instances under the care of the railway guards?—Yes, we do.

2278. Mr. *Thompson.*] You stated in answer to Question 1992, that the railway companies had in some instances absolutely stopped the mails?—I believe I only spoke of one company.

2279. That was the Aberdeen Company?—Yes.

2280. At that time had there not been very great irregularity in the arrival of the mail at Forfar?—Yes.

2281. Was it not frequently an hour behind time, and was it not sometimes two, sometimes three, and sometimes four hours behind time?—I do not think the irregularity was so great as three or four hours.

2282. The Aberdeen Railway Company represented to the Postmaster-general, did they not, these very great irregularities, and the injury occasioned thereby to the passenger traffic?—I believe there were complaints made by the company of the irregularity in the arrival of the mails at Forfar.

2283. Did not the company offer to remain 20 minutes behind the regular time for the arrival of the mails, and state that in case the mails did not arrive by that time they could not wait for them beyond?—An arrangement of that

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kind was eventually made; the Postmaster-general consented to a stoppage there, but that was after the mails had been stopped; the train went on, but the mails were left behind.

2284. Did not the Aberdeen Company offer to wait 20 minutes upon the understanding that if the mail did not arrive by that time they were to go, and did they not offer to send off a special express train with the mails if the Postmaster-general would pay the actual cost of such express train?—That was the arrangement which was afterwards made. In the first instance, I believe, nothing was said about a stoppage, but I cannot speak confidently as to that, for the question did not come before me in the first instance. The only fact to which I can positively speak is this, that on the coming up of the train from the south, the company took out the mails, kept them at Forfar, and sent on the train; that such is the fact, there is no doubt. There is no doubt also, as I stated before, that there had been some claim, which was not admitted by the Post-office, made on the part of the company, for payment, under peculiar circumstances, for sending on the bags by express.

2285. Mr. *Wilson.*] Do I understand you to say that the company took out the bags, the bags having arrived before the other train had started, and that they allowed the train to start, leaving the bags behind?—It was a continuous train from the South to Aberdeen, passing through Forfar; owing to some dispute with the Post-office, the company on the arrival of the train at Forfar (the train coming up late) took out the mails and sent on the train with its passengers to Aberdeen.

2286. Mr. *Herbert.*] Was that after the arrival of the mail?—After the arrival of the mail at Forfar.

2287. Mr. *Hastie.*] Are they different companies?—Yes.

2288. And they have therefore different interests?—Yes, but it is a continuous mail.

2289 Under the same contract?—There is one contract with one company and another with the other; there would be one contract with the Scottish Midland immediately south of Forfar, and another with the Aberdeen Company immediately north of Forfar.

2290. *Chairman.*] I believe that the difficulty which has been alluded to by the Honourable Member is one to which the attention of the Post-office authorities has been called more than once, namely, the liability of a railway company to detain its trains, if the mails are late in arriving at their destination?—It has.

2291. I believe that in the case of the Perth and Dundee Company that difficulty has arisen more than once?—Yes, it has arisen with several of the companies; it has been the subject of complaint on the part of the companies that the mails passing over other lines did not arrive at their stations in time, and attempts have been made to hold the Post-office responsible for these irregularities.

2292. I believe that in several cases that have been referred to umpires for decision, the umpires have been requested to award some sum to the company in cases where mails have been late at the stations?—Yes, I believe that has been the case.

2293. The Act of Parliament under which the Post-office service is now performed, makes no allusion to a defect of that kind in any way whatever, I believe?—I think not.

2294. Can you suggest any fair arrangement which might be made between the Post-office and the railway companies in cases of that kind?—Our proposal was to give the companies certain premiums if they accomplished the journey over their own line within the prescribed time, and to levy certain fines if they did not, paying similar fines for any irregularity on our part; the effect of that arrangement, I think, would have been to have produced great punctuality, and so to have avoided the inconveniencies of which the companies complained. I am not aware of any other steps that we could take in the existing state of the law.

2295. Mr. *MacGregor.*] The situation of the railway company, having advertised a train to start at a particular time, and having booked passengers to go by that train, is, that they incur a liability to the public, do they not, if they do not perform that engagement?—I think that difficulty scarcely applies to the case in question. There was a train which started from London and ran to Aberdeen,—that train came up late to Forfar; the Abereeen Company said in effect, This is the fault of the Post-office, and therefore we will not send on your mails unless you will pay for them as though they went by special train.

2296. Mr.

2296. Mr. *Wilson.*] Has the Post-office made any proposal to the Treasury on the subject of mutual fines?—Yes.

2297. And I believe the Treasury assented on the part of the Government to such an arrangement being made by the Postmaster-general?—Yes, and the offer has been made to all the companies.

2298. Mr. *Thompson.*] How many companies have accepted the offer?—I think there is but one that has agreed to it unconditionally, but the majority of them have not yet answered the letter.

2299. Has the Aberdeen Railway Company agreed to it?—The Aberdeen Company, according to my recollection, gave a conditional assent.

2300. Only a conditional assent?—Only a conditional assent.

2301. I suppose you are aware that there are three junctions of the line between Forfar and Aberdeen?—No, I am not aware what the arrangement is, but I presume the company feels itself under an obligation to send on passengers at whatever hour they may arrive, because, if I mistake not, they are booked in London for Aberdeen, and therefore they must go on.

2302. But if the company book passengers as they do at these junctions, to go by mail train, and they have to wait two and three hours, the effect of that must be, must it not, to destroy the passenger traffic of the company?—It appears to me to be a matter for the companies to arrange one with the other. The Post-office has no mode of securing the regularity of the trains south of Forfar; I should be very glad if we had.

2303. With regard to the passengers sent through from Forfar, that was by a special train, was it not, which train did not stop at intermediate places, at which the Post-office required them to stop?—I cannot speak to those arrangements; I know the fact was that the train which should have carried the mails was actually sent on without the mails; that is the circumstance of which we complain. The train which came with the mails from London to Forfar, was no doubt the same that brought the passengers from London to Forfar. I do not understand the distinction which is attempted to be drawn. There is a train which runs from London to Aberdeen continuously, and that train carries the mails; the London and Aberdeen mail; that train arrived late at Forfar, and in consequence of its arriving late at Forfar, the company took out the London mails, and sent the train on with the passengers, but without the mails.

2304. Is it not the fact that as the train arrived, frequently two and three, and sometimes four hours late, the company were compelled to send on the passengers direct, and that if they had taken the mails they must have stopped at every intermediate station between Forfar and Aberdeen, which the passengers would not submit to, and they were compelled to take them on by this direct train?—I presume that the passengers would be booked equally for these intermediate stations, and that in fact the train did stop at these intermediate stations; but I cannot speak to the fact of my own knowledge.

2305. Mr. *Wilson.*] Was this the regular train which carried the mail on the usual days?—Yes.

2306. Therefore it was a train whose time-table required that it should stop at the intermediate stations?—Certainly.

2307. And the necessity of the train stopping at the intermediate stations would be as important on the part of the passengers as it would be with reference to the letters?—I should presume it must be so.

2308. Mr. *Thompson.*] I think you stated, in answer to Question 1998, that the Aberdeen Company had reduced the speed of the express train?—They have given notice of a reduction of the speed of the mail train.

2309. And the reason they assigned for that was, I believe, that it was dangerous to the public safety, there being no less than six intermediate stations within a distance of 57 miles, occasioning a stoppage each 10 miles?—I cannot recollect the circumstances which accompanied their notice; but the company having a legal right to give us such notice, we do not complain of it. I merely mentioned it as an illustration of the power which the companies have to regulate, in effect, the speed of the mail train.

2310. Mr. *MacGregor.*] Has the Post-office appointed any special officer to deal with the railway companies in regard to this large arrangement of which you have spoken, or has it been conducted through the usual staff of the Post-office?—There is a department in the office for making those arrangements; but when any large change like that of the acceleration of a long line of mail is contemplated, or when there are any negotiations with the companies for important services

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services which are required to be performed, then the duty generally falls in the Secretary's Department.

2311. Mr. *Hastie.*] You have a general contract with the London and North-western Railway?—Yes.

2312. Is that the only railway with which you have that general contract?—No; we have a similar contract with the Midland Company, and a third, with the Lancashire and Yorkshire Company; and we have a contract somewhat similar with the East Lancashire, with the Carlisle and Newcastle, with the Manchester, Sheffield, and Lincolnshire, and one or two others.

2313. What is the nature of that general contract?—The contract is of this description: that the Post-office shall be entitled to have the same number of mail trains under notice during the term of years for which the contract is made as it had at the commencement, and that in addition it shall have the use of all the ordinary trains of the company, whether passenger or luggage trains, for the conveyance of its mails.

2414. Then, as a matter of necessity, that must considerably lessen the weight of the general mail, must it not?—Not very much; these supplementary mails are, generally speaking, very light.

2315. Are these supplementary mails to the small towns that are passed on the road?—We have a great variety of arrangements; we use the trains of the companies very extensively.

2316. Would it not be well to have the same system adopted throughout the whole kingdom?—I am not prepared to say that it would; I think it is a better arrangement that the Post-office should pay in proportion to the service it receives. I think it should be to the interest of the company to afford as much service as it possibly can; that the more we demand, the greater should be the amount of their remuneration.

2317. Is it your opinion that the public are better served by the Post-office having the privilege of using the ordinary passenger trains for carrying small bags to the various localities?—There is no doubt that these agreements have enabled the Postmaster-general to afford the public a great amount of convenience, which would otherwise not have been given. What I mean, is this: that I think it would work better if the Post-office had a right to use all ordinary trains at a moderate rate of charge, paying for the service in proportion to the amount rendered by the company.

2318. Who is the party in Scotland who makes the arrangements for what may be called the small local posts; that is, posts out of Glasgow and the neighbouring villages, 10 and 20 miles round?—The smaller arrangements are generally made through the surveyor of the district.

2319. Are you aware that some rather important places, within 10 miles of Glasgow, are only served once a day, and that the consequence of that is, that the sending a letter 10 miles occupied very often quite as long as is occupied in sending a letter to London?—I am not familiar with the local arrangements about Glasgow.

2320. Mr. *MacGregor.*] We have had some evidence about this slipping apparatus, for dropping the bags at the stations; have you fixed any weight to which that apparatus is applicable?—Yes.

2321. What is the maximum weight?—Instructions have been issued not to take in more than 40 lbs. weight, or to give out more than 70.

2322. Does that apparatus often fail?—No, it does not often fail.

2323. I see on that part of the map which denotes the North Kent line, there are no red dots; the inference from that is, is it not, that that district of country is served by some other means than by a railway arrangement?—It is not served by a railway arrangement; it is served by a mail-cart.

2324. Is it the fact that the railway has been open ever since the year 1849?—I have no doubt that such is the fact.

2325. And, notwithstanding that, the public in that district have not had the advantage of the frequent and rapid communication which railways afford?—They have a more rapid means of communication whenever it would be advantageous to them; that is to say, with respect to the day mails; but as regards the night mails, it would be of no advantage, and therefore it is not given.

2326. But there has been no multiplication of mails, such as the twopenny post used to afford, since the introduction of railways?—There has been no reduction of mails.

2327. But there has been no increase?—I cannot answer that question without inquiry.

Apsley Pellatt, Esquire, a Member of the House, Examined.

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2328. *Chairman.*] YOU represent the borough of Southwark?—Yes.

2329. The Committee understand that you wish to make some statement with reference to the Post-office arrangements?—I have a rural grievance for Staines, near which place I reside.

2330. Will you state what that grievance is?—We have 12 trains a day running through to Windsor, and as many back. We receive our letters by a cart from Weybridge. They are delivered to us between seven and nine in the morning (that is the first delivery), and we have to answer them before 10. We are only 20 miles from London; and our letters, to get to the London Post-office in time to go through to other parts of the country, must be posted before 10 o'clock in the morning at Staines. When the rail was first opened, about five years ago, I requested of Colonel Maberly that we might be made as we were formerly, a principal post town. Some correspondence took place with the South Western Company, but I believe it fell through on the ground of expense, and we have ever since suffered the same grievance and the same inconvenience. As an illustration of the working of the system, I may mention that last Saturday I had occasion to make a remittance to Bedfordshire. The bank did not open until after the post had gone, and consequently it was Sunday night before my letter could be posted at Staines, and it would not reach Bedfordshire, I believe, until Tuesday morning.

2331. A cart is the only means you have in the course of the day of sending letters to London?—Yes; we have another post at seven o'clock in the evening; our posts out are at 10 o'clock in the morning and seven in the evening; and our in posts are at half-past nine and at two.

2332. Mr. *Hastie.*] What is the distance from London to Staines?—Twenty miles.

2333. And from Weybridge to Staines?—Seven miles.

2334. So that the letters come to Staines *viâ* Weybridge, and have to travel in a cart seven miles, whereas they might come all the way by railway?—They leave Weybridge by cart between three and four o'clock in the morning; then they go to Chertsey, where they are sorted; afterwards they come to Staines, where they arrive about six in the morning. The cart remains in Staines until it receives the letters that are to be delivered at Englefield Green, Egham, and some adjacent places.

2335. *Chairman.*] Have you any knowledge of the amount of postage at Staines?—I understand (although I cannot tell you the amount) that it has doubled since we have had the two posts, and probably it would materially increase if we had greater facilities of communication.

2336. How long have the two posts been established?—I think about five years.

2337. Have any remonstrances been made to the Post-office on the subject?—I think not, since we endeavoured to get ourselves righted nearly five years ago, when I had the pleasure of seeing Colonel Maberly on the subject. I know he would have done anything he could for us.

2338. Mr. *Herbert.*] You stated that there was some correspondence between the Postmaster-general and the South Western Railway Company on the subject of these mails?—Yes; I happened to be at that time on the Board of the South Western Railway, and I continued so until the Staines and Windsor Railway Line was completed. At that time an application was made by the Post-office authorities to the railway company, but the negotiation went off on account of the expense. They would not pay the price asked by the company.

2339. Are you aware what the price asked was?—No.

2340. The serious inconvenience of which you complain is, that in order to send letters to London in time for them to go into the country by the evening post, you are obliged to post them at Staines at 10 o'clock in the morning?—Yes, Colnbrook is a cross post, I may mention as one instance among others, is only four miles from us, and yet if we write on Monday morning we do not get an answer until Wednesday morning.

2341. Mr. *Liddell.*] If this grievance is so great to the inhabitants of Staines, why have they allowed so long a period to elapse without complaining?—I believe

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believe they are so quiescent under their grievances, that if I had not come forward now as a volunteer, they would not have been represented.

2342. What is the population of Staines?—Something under 3,000, and probably Egham 3,000 more.

Seymour Clarke, Esq., called in; and Examined.

S. Clarke, Esq.

2343. *Chairman.*] YOU are the general manager of the Great Northern Railway Company?—I am.

2344. Mr. *Milner.*] We have heard a good deal of the comparative punctuality of the Great Northern and Midland lines; I will refer you to the question and answer, No. 1539. "Do you know that in the month of November, when the mail reaching Newcastle at seven in the morning, was upon an average 46½ minutes late, the Great Northern day mail was only five minutes behind its time?" The answer is, "No; on the contrary, our accounts show a very great amount of irregularity in the day mail by the Great Northern line"?—I have prepared a statement extracted from our guard's way-bills, of the time that our train kept during the two months; I have taken the average of the arrivals; the actual time kept by the express train leaving King's Cross at 9.30, and due to reach York at 2.20 p.m. during the month of October, gives on an average three minutes late.

2345. How was it in the month of November?—It gives exactly the same average; three minutes late at York.

2346. Have you the average time of the arrival of your up and down trains at their respective termini, which leave York at 4.15 in the morning, and London at nine in the evening, for the month of November?—The train leaving London at 9.15 p.m., due to reach York at 2.25 in the morning, during the month of November, was, on an average of 25 journeys, 10 minutes late; excluding one day when there was a mishap, and the train was several hours late.

2347. And the up train?—That train does not carry any mails.

2348. We are now talking of the night train from London at 9.15, and the up train from York at 4.15 in the morning?—I have not that for the month of November; I have it for a later period.

2349. Will you state to the Committee the averages for the two months of March and April of your day express and night trains in London and York?—In consequence of the allusion which has been made to these two months, I have ascertained that. I find that the actual time kept by the train leaving King's Cross at 9.30 a.m., and due to arrive at York at 2.20 p.m., was, during the month of March, on an average of 22 journeys, 10 minutes late into York.

2350. Why do you take 22 journeys?—I take 22 journeys because Sundays are excluded, and because, during that month there was a fast-day and Good Friday. I have taken all the days that the train ran.

2351. Then the day express for March and April?—The average of 27 journeys for March; I gave you April first, by mistake. The average of 27 journeys for March was four minutes late; and 22 journeys for April 10 minutes late. It was in April Good Friday and the Fast-day occurred.

2352. Will you also give us the same information as to March and April, with respect to the arrival of the day express in London?—The day express train from Edinburgh, due to arrive in London at half-past nine at night for the month of March, on the average of 26 days, gave a late arrival of 1¼ minute; and the 23 days of April gave a late arrival of three minutes.

2353. Now, with regard to the train, which is of more importance, the 9.15 p.m. down night train?—The night train leaving London at 9.15 p.m., due at York at 2.40 a.m. during the month of March, on an average of 27 journeys, gave an arrival of four minutes before time.

2354. At York?—At York.

2355. *Chairman.*] Was that the average arrival during the whole month?—Yes; and the corresponding train for April gave an average in 27 journeys, of four minutes late.

2356. Mr. *Milner.*] Now, the two up trains for March and April?—The night fast train from Edinburgh, due at 10 minutes after 10 in the months of March and April, on an average of 27 days in March, was half a minute late into London, and the average of 26 journeys in the month of April, gave 1½ minutes late into London.

[*The Witness delivered in the following Papers:*]

TABLE

TABLE showing the Actual Time kept by the EXPRESS TRAIN leaving King's Cross Station, London, at 9.30 A.M. and due to arrive at York at 2.20 P.M., and Edinburgh at 8.20 P.M., during the Months of MARCH and APRIL 1854.

DATE.	Departure from King's Cross.	Arrival at York, Due 2.20.	Arrival at Edinburgh.
March 1 -	9 31 a.m.	2 18 p.m.	8 27 p.m.
2 -	9 31	2 25	8 30
3 -	9 31	2 20	8 34
4 -	9 31	2 47	8 25
6 -	9 31	2 25	8 16
7 -	9 31	2 24	8 20
8 -	9 30	2 25	8 20
9 -	9 31	2 25	8 35
10 -	9 30	2 24	8 29
11 -	9 30	2 30	8 32
13 -	9 30	2 17	8 20
14 -	9 30	2 21	8 20
15 -	9 30	2 24	8 25
16 -	9 30	2 19	8 25
17 -	9 30	2 20	8 20
18 -	9 30	2 25	8 27
20 -	9 30	2 24	8 34
21 -	9 30	2 38	8 35
22 -	9 30	2 26	8 22
23 -	9 30	2 26	8 20
24 -	9 30	2 23	8 20
25 -	9 30	2 27	8 30
27 -	9 30	2 20	8 26
28 -	9 30	2 20	8 35
29 -	9 30	2 35	8 36
30 -	9 30	2 20	8 50
31 -	9 30	2 21	8 25

Average of 27 Journeys = 4 minutes late.

DATE.	Departure from King's Cross.	Arrival at York, Due 2.20.	Arrival at Edinburgh, Due 8.20.
April 1 -	9 30 a.m.	2 26 p.m.	8 40 p.m.
3 -	9 30	2 40	8 47
4 -	9 30	2 28	8 40
5 -	9 30	2 48	8 25
6 -	9 31	2 25	8 40
7 -	9 30	2 24	8 30
8 -	9 33	2 26	8 32
10 -	9 31	2 20	8 26
11 -	9 31	2 35	8 27
12 -	9 31	2 34	8 27
13 -	9 30	2 22	8 25
15 -	9 31	2 25	8 26
17 -	9 35	2 34	8 35
18 -	9 31	2 28	8 24
19 -	9 31	2 35	8 29
20 -	9 31	2 21	8 20
21 -	9 32	2 25	8 24
22 -	9 32	2 41	8 45
24 -	9 31	2 48	8 44
25 -	9 31	2 30	8 32
26 -	- - -	- - -	Error.
27 -	9 30	2 29	9 0
28 -	9 30	3 0	- - Engine broke down at Hatfield.
29 -	9 31	2 25	8 20

Average of 22 Journeys = 10 minutes late.

TABLE showing the actual TIME kept by the FAST NIGHT TRAIN leaving King's Cross Station at 9.15 P.M., and due to Arrive at York at 2.40 A.M., and Edinburgh at 9.30 A.M., during the Month of MARCH 1854.

DATE.	Departure from King's Cross.	Arrival at York.	—
March - 1	9 17 p.m.	2 35 a.m.	Due 2. 40.
2	9 15	2 28	
3	9 15	2 38	
4	9 16	3 10	Very foggy.
6	9 15	2 37	
7	9 15	2 35	
8	9 16	2 45	
9	9 15	2 43	
10	9 16	2 30	
11	9 15	2 35	
12	9 15	2 26	
13	9 20	2 50	
14	9 15	2 32	
15	9 17	2 37	
16	9 17	2 30	
17	9 15	2 33	
18	9 17	2 48	
20	9 18	2 32	
21	9 15	2 40	
22	9 18	3 0	
23	9 17	2 37	
24	9 15	2 45	
25	9 15	2 30	
27	9 15	2 37	
28	9 15	2 32	
29	9 17	2 45	
30	9 18	2 40	
31	9 15	2 40	

Average of 27 Journeys = Four Minutes before time.

TABLE showing the actual TIME kept by the FAST NIGHT TRAIN leaving King's Cross Station at 9.0 P.M., and due to Arrive at York at 2.25 A.M., and Edinburgh at 9.15 A.M., during the Month of APRIL 1854.

DATE.	Departure from King's Cross.	Arrival at York.	—
April - 1	9 0 p.m.	2 40 a.m.	Due 2. 25.
2	9 2	2 37	
3	9 2	2 20	
4	9 2	2 22	
5	9 7	2 30	
6	9 2	2 25	
7	9 0	2 22	
8	9 3	2 30	
10	9 3	2 30	
11	9 5	2 25	
12	9 5	2 40	
13	9 3	2 24	
14	9 3	2 27	
15	9 1	2 30	
17	9 5	2 32	
18	9 0	2 25	
19	9 5	2 23	
20	9 0	2 25	
21	9 3	2 23	
22	9 2	2 45	
24	9 3	2 32	
25	9 4	2 25	
26	9 2	2 37	
27	9 2	2 37	
28	9 0	2 25	
29	9 4	2 35	
30	9 0	2 20	

Average of 27 Journeys = Four Minutes late.

RETURN of the Time of Arrival at King's Cross, London, of the DAY EXPRESS from Edinburgh, due at 9.30 p.m., during the Months of MARCH and APRIL 1854.

DATE.	Time of Arrival at King's Cross.	DATE.	Time of Arrival.	—
March 1 -	9 40 p. m.	April 1 -	9 27 p. m.	
2 -	9 28	3 -	9 34	
3 -	9 30	4 -	9 25	
4 -	9 45	5 -	9 49 *	* Very heavy train all the way.
6 -	9 50 †	6 -	9 23	† Waiting at York, North Train arrived late.
7 -	10 3	7 -	9 24	
8 -	10 3	8 -	9 27	
9 -	9 29	10 -	9 27	
10 -	9 26	11 -	9 30	
11 -	9 30	12 -	9 35	
13 -	9 31	13 -	9 31	
14 -	28	15 -	9 39	
15 -	9 30	16 -	9 40	
16 -	9 32	18 -	9 26	
17 -	9 24	19 -	9 43	
18 -	10 30	20 -	9 43	‡ Waiting at York, North Train late.
19 -	9 35	21 -	9 27	
21 -	9 26	22 -	9 38	
22 -	9 25	24 -	9 25	
23 -	9 30	25 -	9 31	
24 -	9 24	27 -	9 37	
25 -	9 32	28 -	9 35	
27 -	9 27	29 -	9 32	
28 -	10 7			
29 -	9 30			
30 -	9 33			
31 -	9 25			
Average of 26 days = 1¼ minutes late.		Average of 23 days = 2⅔ minutes late.		

S. Clarke, Esq.

2 May 1854.

RETURN of the Time of Arrival at King's Cross, London, of the FAST NIGHT TRAIN from Edinburgh, due at 10.10 A.M., during the Months of MARCH and APRIL 1854.

DATE.	Time of Arrival.	DATE.	Time of Arrival.	REMARKS.
March 1	10 7 a.m.	April 1	10 10 a.m.	
2	10 24 *	2	10 10	* Waiting at York, North Train late.
3	10 10	3	10 10	
4	10 5	4	10 10	
6	10 15	5	10 10	
7	10 19	6	10 18	
8	10 14	7	10 8	
9	10 10	8	10 6	
10	10 8	10	10 8	
11	10 8	11	10 19	
13	10 7	12	10 6	
14	10 10	13	10 38 †	† Waiting at York, North Train late, and very heavy Train all the way.
15	10 8	14	10 8	
16	10 10	15	10 8	
17	10 10	17	10 5	
18	10 8	18	10 7	
20	10 10	19	10 8	
21	10 10	20	10 10	
22	10 8	21	10 8	
23	10 10	22	10 5	
24	10 10	24	10 10	
25	10 10	25	10 8	
26	10 9	26	10 7	
27	10 13	27	10 15	
28	10 10	28	10 10	
29	10 6	29	10 10	
30	10 10	30	10 25	
31	10 7			
Average of 27 days = ½ minute late.		Average of 26 days = 1½ minute late.		

2357. Is there any reason why a greater speed can be maintained with safety over the Great Northern line than over the present route from London to Normanton by Derby?—No greater rate of speed can be maintained with safety on one line than on the other; the safety is equal in both cases; one line may, perhaps, allow of a greater degree of punctuality if it is not so much crowded as another, and if the gradients are better.

2358. Are there not fewer junctions and difficulties as between London and York on the Great Northern line than by the other route?—Yes, there are fewer junctions, but that would not affect the running of the line between the points of junction.

2359. The Great Northern line has an advantage of 29½ miles to York?—Yes, between London and York.

2360. And a train leaving London at 15 minutes past 9 performs its journey in 2 hours and 15 minutes less time than the mail train by Derby?—Yes; but as Mr. Rowland Hill said, they are not trains that should be very accurately compared with each other, because one is a mail train, and the other is an express train.

2361. I am speaking of the 9.15 evening train?—That is not an express train.

2362. Have you any doubt that you would be able to carry punctually the night mail from London to York, under the control of the Post-office, by the train leaving London at 9.15, and stopping at all the large towns, in five hours and a half?—It would depend upon the time that the Post-office required the train to stop at the stations; if they required a larger amount of stoppage than there now is for the purpose of sorting mails or receiving other bags, of course that would involve a later arrival.

2363. Is there any reason, that you know of, why more than five minutes should be expended at any of the stations on the Great Northern Railway for that purpose?—There is no necessity for it, so far as the railway itself is concerned. I can give you the actual time that the various trains occupy, if you please. The present train occupies 5 hours and 25 minutes; therefore there can be no reason why the train should not be run at that speed, if it were a mail train, supposing no greater stoppages were required to be made by the Post-office.

2364. I believe that by the present route there are no stoppages of more than five minutes, with the exception of Derby?—I have the time table here; I find that the express mail arrives at 11.32 at Rugby; the table does not seem to give the time at which it goes on again; therefore I am not able to say how long it remains there.

2365. Are you aware that the speed of the present night mail train, including one stoppage from Normanton to York, is 38 miles an hour, while the speed of your Great Northern train from Nottingham to York is only at the rate of 27 miles and a half an hour?—No, I was not aware of it; but I dare say it is so.

2366. If, as Mr. Rowland Hill purposed, the speed on the Rugby and Derby line can be increased by an hour on the present time, do you not think that the Great Northern might, if pressed to the same extent, make also the same acceleration?—I am sure that any acceleration that could be accomplished on the Midland route could be accomplished by the Great Northern, for the facilities for good travelling are, at any rate, as great on our line as they are on the Midland line.

2367. Mr. *Liddell.*] Do you think that the rate of speed which the 9.15 night train maintains between London and York is as great as is compatible with punctuality and safety?—I should not like to run it faster; there is a great deal of difference between running an express train or a fast train in the night and in the day.

2368. Mr. *Milner.*] Five hours and a half is the time within which you think you can run the distance with safety?—Yes; and with punctuality, as I have shown by the returns which I have put in.

2369. In question No. 1636, Mr. Hill is asked, "In the letter which you have just now read, it is stated that they would give you the use of the up train: but no suggestion was made to them that they should send a train from Edinburgh to London to arrive at half-past four, was there, by the Post-office?" and his

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answer is, "Mr. Seymour Clarke is a very clever man, and he knew exactly what we wanted; we wanted the night mail in both directions; and a mail arriving at 9.15 in the morning would have been quite useless for the conveyance of letters to be delivered at seven o'clock in the morning. I think I have stated the matter quite correctly in my memorandum"?—The object that I had in replying to the letter as I did, was, that I conceived the amount of accommodation that that train afforded to Edinburgh was very great indeed; the deliveries in London go on all day, therefore it would be no inconvenience to the Post-office for letters arriving in London at 9.15 in the morning to form a delivery, and the time gained in Edinburgh would be of very great moment to the correspondents of that city; and in replying to Mr. Hill as I did, I thought I was giving an answer to the question he put. No allusion was made by Mr. Hill to any other trains than those then running, for at that time we had, and now have, a train running from York in continuation of the train which leaves Edinburgh at 39 minutes after 12 in the day, and goes from York at 20 minutes to 9, six minutes only after the departure of the Midland mail that comes from Edinburgh, and which we run for the convenience of the country; that carries no mail, and arrives in London at four in the morning, and it could have been made quite as available for the purposes of intermediate communication on our own line as that which arrives in Euston-square at half-past four.

2370. Was not that train at 8.40 from York put on partly under the expectation that it would be required or made use of for the purposes of the Post-office?—It was put on in order to accommodate the travelling public who came from Edinburgh, and who prefer getting out of the train at York to go by our train to London, rather than go by Derby.

2371. I believe that, in point of fact, you carry by that train nearly the whole of the passengers who come to York by the mail train from Edinburgh?—The bulk of the passengers travelling between Edinburgh and London are carried by the Great Northern Railway; I should say 9-10ths of them.

2372. And in offering a train that leaves Edinburgh at 9.15, that gets to London at 10 minutes past 10, did not the Great Northern consider that they would take the place of the day up train which leaves Edinburgh at 55 minutes past 5 in the evening, and arrives in London three-quarters of an hour before the day mail which goes by the other route?—Yes; there is one train leaving Edinburgh at 39 minutes after 12, and another at 55 minutes after 5 in the afternoon, and it was considered, when I made that reply, that our 9.15 train from Edinburgh would be a substitution for the 9.55 train, which would give increased time in Edinburgh for letters to be answered, and enable them to arrive in London within a very little of the present time of arrival.

2373. Supposing the train which now leaves York at 8.40 for London were in connexion with the mail train from Edinburgh which now leaves at 12.39, might not the time be altered from 12.39 to 3 o'clock, for the night mail to leave Edinburgh, and still for it to be in London at half-past 4 in the morning?—Yes, considering the time occupied at present by the train which leaves Edinburgh at a quarter past 9, if those trains were calculated as for trains starting at 3 o'clock, we should arrive in London at half-past 4, taking half an hour more in the journey between Edinburgh and York, and occupying six hours between York and London.

2374. Is not the Great Northern Railway Company at this time quite prepared to offer the 9 o'clock night train from London, and the 8.40 p. m. train from York, as well as the use of the 4.15 morning up train from York, to the Post-office on moderate terms?—Certainly.

2375. Would not a very large expense be saved in the mail-cart system if all the towns from London to York, through which the Great Northern line passes, were served by it?—Yes; the towns on the Great Northern route are served by two railways, one on the right and the other on the left, as far as Peterborough; the Eastern Counties on one side, and the London and North-Western on the other; and all the towns have to be served by mail carts or foot messengers in order that their letters may be carried at all.

2376. Will you have the goodness to state some of the inconveniences that those towns now suffer?—I have sent to the principal towns and places on the line, in order to ascertain how the mail service is conducted between those towns and the

the mail lines of railway, and I have the information here. The town of Hatfield is the first that is served by a mail cart to Watford; that is the north and south communication; and another to Hertford, on the Eastern Counties Railway, for the London mails. The town of Welwyn is served by mail cart, *viâ* Hertford, to the Eastern Counties, in connexion with the London post; but the Northern letters from Welwyn come to London to be sent North, and they come to London from the North to be sent down to Welwyn; and Stevenage, which is only a village, but which used to be of considerable note, on the old North Road, is considered at this moment a postal town; it is served by a mail cart from Broxbourne, to which place the letters are conveyed by a man on foot. Hitchin has its northern communication by way of Dunstable, and is served by a mail cart from Dunstable to Luton, and by a foot messenger from Luton to Hitchin; the mail carts take the letters from Luton to Dunstable, where they join a branch of the London and North-Western line. In the other direction, there is a mail cart between Hitchin and Stevenage. Biggleswade is the next, and the communication with London is by the Eastern Counties, and Cambridge by mail cart, to and from the Cambridge station. The communication between York and Biggleswade goes to London, on its way to the North and from the North, and sorting of letters takes place at St. Neots, a town a few miles further north than Biggleswade.

2377. Mr. *Liddell.*] St. Neots is a considerable market town, is it not?—Yes, it is. Sandy is a place which is unimportant of itself, but there are a great many residences in the neighbourhood, which is very populous. The mail service there is performed by a mail cart between Cambridge and St. Neots. Then, as to St. Neots itself, there is a mail cart which carries the letters, which are concentrated and collected from Biggleswade and Sandy, and St. Neots also. Huntingdon is served by a mail cart and a man on foot. Peterborough is served by a man on foot. Then, as to Grantham, a place of considerable importance, the mail service is performed by the Midland route by Derby and Nottingham to Newark, and there is a mail cart on the old North Road between Newark and Grantham.

2378. Mr. *Milner.*] So that the letters from Grantham come from Nottingham to Newark by the Midland Railway, and from Newark to Grantham by mail cart?—Yes. Then at Newark itself the letters come by the Midland line *viâ* Nottingham, and the mail service is performed in part by omnibus. Tuxford, which is a small market town, is served from Newark by mail cart. Retford, on the mail line of the Great Northern Railway, has its mail conveyed *viâ* Sheffield, and the Manchester, Sheffield, and Lincolnshire line. At Bawtry there is a mail cart to Masbro', and from Masbro' to Bawtry. Doncaster itself is reached by mail cart from Swinton, on the Midland line. There is a day mail delivered by the Great Northern line from London to Doncaster, which reaches there at 18 minutes after one; but no letters are delivered until after the arrival of the day mail by the Midland route; and those letters reach Doncaster at a quarter past four in the afternoon. Then Knottingly has a very circuitous mode of getting its letters. Letters from the South travel on the Midland line to Normanton and Castleford, from the North, *viâ* the York and North Midland; and from Knottingly the mail service is performed by a foot passenger to Ferry-bridge; thence by man and horse to Pontefract, where it meets a mail cart which runs from Pontefract to Castleford.

2379. Mr. *Liddell.*] Knottingly is a very important district, is it not?—Yes, and a very increasing district. I think I have now gone through the list, except as to the East Lincolnshire district, which is served by the mail which we carry from Peterborough to Hull *viâ* Grimsby. Letters going to Hull travel by the Eastern Counties *viâ* Cambridge to Peterborough, and then by the train which we run on the Loop line, and the East Lincolnshire line, to get to Grimsby. The quarter past nine train from London is at Peterborough a long while before the train reaches that place by the Eastern Counties.

2380. Mr. *Milner.*] And the whole of those towns and districts might be served by the Great Northern, which passes through them?—Yes.

2381. While letters from Tamworth, Derby, and the West might be brought by the Midland line, which goes from Nottingham to Newark?—Yes.

2382. And be brought into the Great Northern line?—They might.

S. Clarke, Esq.

29 May 1854.

2383. What delay does each stoppage by your fast train cause?—Where the engine takes water, the stoppage would be about four minutes, or between four and five minutes, and the engine does take water at Newark.

2384. Are you able to say whether, in your judgment, that would be sufficient for Post-office purposes, with regard to most of the towns upon your line between London and York?—I think so.

2385. Would not the sole expense, if the Edinburgh, York, and Eastern letters were carried by the Great Northern, be confined to the conveyance of letters from Rugby, Tamworth, and Derby to York?—Yes.

2386. Do you see any difficulty in an ordinary passenger train leaving York upon the arrival, or soon after the arrival, of those letters, taking them on to Edinburgh at a very small cost?—You mean, I presume, by your question, that supposing the main bulk of the London letters went on by a direct communication, letters from the West could be carried on by an ordinary passenger train; the first, for instance, after the arrival of the West Country letters.

2387. Yes?—There is no doubt it could be so.

2388. So that, with the exception of the small charge from York to Edinburgh, the sole extra charge over and above what is now paid to the railway companies for the conveyance of mails from Edinburgh to London would be the charge from Rugby to York?—There would be the expense of carrying the letters by the passenger train. I think, according to the present award, the mail train running from Rugby to York would amount to something under 15,000 *l.* a year, if that were the only additional service.

2389. Which added to Mr. Hill's estimate of 4,000 *l.* for duplicate deliveries and rural messengers, would amount to about 19,000 *l.*?—Yes.

2390. Would there not be considerable expense saved in mail carts and other services to the towns on the line of the Great Northern Railway, which might be discontinued?—I think a considerable saving would be effected in mail carts and messengers. I do not mean on a balance of the two, but no doubt a considerable saving would be effected in the present intermediate service of the towns. There is no doubt in my mind that part of the expense of running the mail between London and Rugby is applicable to the mails that are going over the London route, but it is a question whether any saving would be effected. It is a lump award; whatever the Post-office please, the London and North Western and Midland Companies are to do for a certain sum, and I do not think there would be any diminution in that.

2391. How do you account for the greater punctuality which appears to have occurred with regard to the two mail trains in the month of April than the month of November?—From the difference in the seasons.

2392. You do not agree with Mr. Hill when he attributes the greater punctuality of the mail trains to the improved management of railways?—No; I am sure that no different system was adopted on the Great Northern line, and I can hardly conceive it possible that anything different was done on the other route. The aim of every company is to do its work as well as it can, and no difference would be made in consequence of any inquiry by the Post-office.

2393. You, having nothing to do with the Post-office except the day mail, your railway was managed in March and April in the same way as it was managed in November and December?—There was not the slightest difference.

2394. Do you think that a speed of 44 miles an hour, not including stoppages, could be maintained on your line by the mail train?—It would depend upon the service that was required to be done. I have a comparison here which has been published by some company. I do not know why it was made. There is no name attached to it, but it fell by chance into my hands. It is dated May 1854. I think it may be of use in this inquiry.

[*The Witness delivered in the following Paper:*]

SUMMARY of Comparison of the Speed of the Trains running upon the undermentioned Railways, May 1854.

COMPANIES.	Express Trains.					Mail Trains.				Ordinary Trains.			
	Distance.	Average Run in Miles between each Stoppage.	Time Occupied.	Speed per Hour.		Distance.	Average Run in Miles between each Stoppage.	Time Occupied.	Average Speed per Hour.	Distance.	Average Run in Miles between each Stoppage.	Time Occupied.	Average Speed per Hour.
				Fastest.	Average.								
			H. M.					H. M.				H. M.	
Great Western (London and Bristol) -	473	26.28	12 25	39.42	38.09	473	9.85	17 50	26.52	1,182½	7.94	53 3	22.29
London and North-Western (London, Birmingham, Liverpool and Preston) -	627	26.12	17 35	37.5	35.66	804	13.86	27 59	28.73	1,836¾	7.85	77 40	23.65
Great Northern (London and York) -	762	17.72	22 0	39.41	34.64	- -	- -	- -	- -	1,714½	7.8	69 0	24.85
London and South-Western (London and Southampton) -	315	31.5	9 7	35.0	34.55	236¼	8.75	8 55	26.49	945	7.81	38 55	24.28
South-Eastern (London and Dover) -	440	18.33	13 48	33.0	31.88	352	13.0	12 4	29.17	616	5.5	29 15	21.06
London, Brighton and South Coast (London and Brighton) -	303	45.5	8 40	37.87	34.96	- -	- -	- -	- -	707	6.8	29 10	24.24

I may say that as to the ordinary trains, which I have had checked, I find the statement correct. The average of our express trains should be 37.64 instead of 34.64. But it gives our express average three miles an hour less than it really is; the others seem to be right, but by whom the statement is printed I have no notion.

2395. Would you be disposed, on your railway, as has been proposed by Mr. Hill, in order to attain greater speed, to limit the number of your carriages, and to have a train exclusively for the conveyance of the mails?—I think that a train exclusively for the mails would be a very disadvantageous thing for the public, and that it would be so for railway companies I am quite certain. I cannot fancy that anything could be worse than running a separate train at a high speed without giving any convenience at all to the public; in fact, it would be the greatest possible inconvenience to the public.

2396. Would it not be almost impossible to carry out the proposal, and if brought into operation, would not the expense of it be very great?—Yes; and the reason why it would be so inconvenient to the public is, that on a crowded line especially, every time at which a train can be run is valuable; if that train is to be of no use at all to the travelling public, another train would have to be put on, and that would not answer the same purpose as a mail train with reference to passengers, because the branch trains which were made to work in connexion with the special mail train would have gone on before the passenger train, even if it were fixed at about the same time it could reach them, and therefore the public would have to wait at the point of junction, unless duplicate trains were run. At this time, in many parts of England, the only means of communication through the country is by mail-coaches and branch services, which are attendant upon the mail trains; and if these were gone without the passengers being taken by them, the public would be disappointed, and left without conveyance. If the branch coaches had to depend upon what local passengers they could pick up, that would involve a greatly increased expense in the branch coach service, as far as the Post-office is concerned.

2397. Mr. Hill has stated that the traffic on the Great Northern route consisted so much of coal trains, that the journey was likely to be much impeded; have you anything to state as to that?—I was in the room at the time, and was much struck with that reply of Mr. Hill's. I have here a time-bill of our coal trains, which are worked with as great punctuality as the passenger traffic; they are worked in precisely the same way as the passenger trains; they have the same time-table, and there is, in fact, no impediment occasioned by them at all. I have here a time-table, showing the up and down coal trains, and there is a reference at the bottom, showing where all the different crossings or shuntings take place over the whole line, and there is the same thing with reference to goods trains also.

[*The Witness delivered in the following Paper:*]

GREAT NORTHERN RAILWAY. From 1st May, 1854 until further Notice.

FOR WEEK-DAYS ONLY.

DOWN COAL TRAINS.

DOWN.	Miles.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
LONDON - departure	..	Morn. 1 0	Morn. 2 50	Morn. 3 30	Morn. 7 30	After. 12 35	After. 1 0	After. 2 30	After. 2 40	After. 2 50	After. ..	After. 4 10	After. 5 20	After. 6 15	After. 6 30	After. 7 0	After. 9 40	After. 9 55
Hornsey - - -	..	—	—	—	—	..	—	—	—	—	..	—	5 35	—	—	—	—	—
Southgate - - -	6¼	—	—	—	—	..	—	—	—	—	..	—	5 50	—	—	—	—	—
BARNET - - -	9¼	—	—	—	—	..	—	—	—	—	..	—	6 0	—	—	—	—	—
Potters' Bar - - -	12¾	—	—	—	—	..	—	—	—	—	..	—	6 15	—	—	—	—	—
HATFIELD - arrival	17¾	—	—	—	8 10	1 30	2 0	3 20	3 30	3 40	..	14 { 5 10 / 5 35 }	6 30	7 0	7 15	—	—	—
Ditto - departure													6 45	—	—	—	—	—
Welwyn - - -	22	—	—	—	—	..	—	—	—	—	..	—	7 0	—	—	—	—	—
Stevenage - - -	28½	—	—	—	—	..	—	—	—	—	..	—	—	—	—	—	—	—
HITCHIN - arrival	31½	2 35	4 30	5 5	8 45	2 15	* { 3 0	4 0	4 10	4 20	..	6 5	8 15	7 45	8 0	8 30	10 55	11 10
HITCHIN - departure	..	2 40	4 40	5 10	8 50	2 20	11 { 3 15 / 3 30	4 5	4 15	4 25	5 55	6 10	7 20	—	8 10	8 35	11 0	11 15
Arlsey - - - -	37	—	—	—	—	—	3 45	4 25	4 35	4 45	—	—	7 50	—	—	—	—	—
BIGGLESWADE - arr.	41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ditto - - - -	..	—	—	—	—	—	4 0	—	—	—	—	—	—	—	—	—	—	—
Sandy - - - -	44	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ditto - - - -	..	—	—	—	—	—	4 25	—	—	—	—	—	—	—	—	* 17 { 10 0	—	—
St. NEOT'S - - -	51¾	—	—	—	—	—	4 50	5 10	5 20	5 30	—	—	8 50	—	—	18 { 10 45	12 25	12 45
HUNTINGDON - arr.	59	4 0	5 55	6 40	6 10 25	3 35	4 55	5 15	5 25	5 35	7 15	7 20	8 55	9 20	9 30	—	—	—
Ditto - - departure	..	4 5	6 5	6 45	* 10 55	3 40	5 30	—	—	—	—	—	—	—	—	11 40	1 25	1 40
Holme - - - -	69¼	—	—	—	—	—	6 0	6 15	6 25	6 35	8 0	8 10	9 40	10 20	10 30			
PETERBOROUGH arr.	76¼	5 0	7 0	7 45	11 45	4 30												
		E.C.R.Mn.	Morn.	Morn.	Morn.	Morn.	Morn.	Morn.	Morn.	Morn.	Noon.	After.	After.	After.	After.	After.	After.	After.
Ditto - - departure	..	3 0	7 50	8 15	9 10	9 25	9 50	10 20	10 45	11 40	12 0	12 10	1 25	3 30	5 15	5 30	7 40	9 45
Tallington - - -	85	—	—	—	—	9 55	—	—	6 { 11 10 / 11 35	—	—	—	—	3 55	—	—	—	—
Essendine - - -	88	—	—	—	—	10 5	—	—	—	—	—	—	—	4 5	—	—	—	—
Little Bytham - -	92	—	—	—	—	10 20	—	—	—	—	—	—	—	4 20	—	—	—	—
CORBY - - -	97	—	—	—	—	10 40	—	6 { 11 30 / 11 45	—	—	—	8 { 1 10 / 1 30	—	4 35	—	—	—	—
Great Ponton - -	102	—	—	—	—	11 0	—	—	—	—	—	—	—	4 50	—	—	—	—
GRANTHAM - -	105	{ 4 30 / 4 35	{ 9 25 / 9 30	{ 9 45 / 9 50	{ 10 50 / 10 55	4 { 11 20 / 6 { 12 5	4 { 11 25 / 6 { 12 10	12 15	{ 12 25 / 12 30	{ 1 5 / 1 10	8 { 1 30 / 1 50	{ 1 55 / 2 0	{ 2 55 / 3 0	{ 5 5 / 5 10	6 45 / 6 50	7 0	{ 9 20 / 9 25	* 18 { 11 25 / 11 46
Hougham and Marston -	110	—	—	—	—	12 20	—	—	—	—	—	—	—	5 25	—	..	—	—
Claypole - - -	115	—	—	—	—	12 45	—	—	—	—	—	—	—	5 40	—	..	—	—
NEWARK - - -	120	{ 5 20 / 5 25	{ 10 15 / 10 20	{ 10 40 / 10 45	{ 11 40 / 11 45	{ 1 0 / 1 5	{ 1 5 / 1 10	.. / ..	{ 1 15 / 1 20	{ 2 0 / 8 { 2 30	{ 2 30 / 2 40	9 { 2 45 / 3 7	{ 3 45 / 3 50	{ 5 55 / 6 0	{ 7 40 / 7 45	.. / ..	{ 10 15 / 10 20	12 30 / 12 35
Carlton - - - -	126	—	—	—	—	1 25	—	..	—	—	—	—	—	6 20	—	..	—	—
TUXFORD - - -	132	—	—	—	—	1 45	—	..	—	—	—	—	—	6 40	—	..	—	—
RETFORD - - -	138½	{ 6 20 / 6 25	11 15 / 11 20	{ 11 40 / 11 45	6 { 12 40 / 12 58	{ 2 5 / 2 10	{ 2 10 / 2 15	.. / ..	{ 2 15 / 2 20	{ 3 20 / 3 25	{ 3 30 / 3 35	{ 4 0 / 4 5	{ 4 55 / 5 0	{ 6 55 / 7 0	14 { 8 45 / 9 5	.. / ..	{ 11 20 / 11 25	1 30 / 1 40
Rauskill - - -	144	—	—	—	—	2 25	—	..	—	—	—	—	—	7 15	—	..	—	—
BAWTRY - - -	148	—	—	—	—	2 40	—	..	—	—	{ 4 0 / 4 5	—	—	7 30	—	..	—	—

Rossington - - -	151	—	—	—	—	2 50	—	..									
DONCASTER - arrival	156	7 15	12 20 After.	12 50 After.	1 45 After.	3 10 After.	3 15 After.	..	3 20 After.	4 20 After.	4 30 After.	5 0 After.	5 50 After.	8 0 After.	9 45 After.	..	12 30 Morn.	2 45 Morn.
					Coke.												
			Morn.	Morn.	Morn.		Morn.	Morn.	After.‡	After.	After.						
Ditto - - departure	..	7 30	1 25	2 0	5 20	..	9 30	10 0	1 25	1 40	3 0						
Knottingley - - {arrival	170½	—	—	—	—	..	—	—	—	—	—						
Knottingley - - {depart.	..	—	—	—	—	..	—	10 50	2 10	—	3 50						
Pontefract - - -	173	—	—	—	—	..	—	11 0	2 20	—	—						
Methley - - - -	177	—	—	—	—	..	—	—	2 50	—	—						
WAKEFIELD - -	181	—	—	—	—	..	—	11 30	..	—	4 30						
YORK - - arrival	190½	9 20	3 10	4 0	7 20	..	11 30	..	..	3 40	..						
Ditto - departure		..	..	..	7 50	..	12 10	..	..	4 20	..						
Thirsk - - - -	22¼	..	..	..	*9 40	..	1 25	..	..	5 50	..						
DARLINGTON - -	44½	..	..	..	11 0	..	2 45	..	..	7 10	..						
Ferry Hill - arrival	57¾	..	..	..	11 45	..	..	..	..	..	..						
					Morn.		After.	After.		After.							

‡ This No. 8 train from Doncaster to Methley will run on Mondays, Wednesdays, and Fridays only.

Lincolnshire Line.			Morn.	Morn.	Morn.	Morn.	..	Night.									
BOSTON - departure	107	..	1 0	1 30	2 0	3 0	..	12 0									
Langrick - - - -	112	..	—	—	—	—	..	—									
Dogdyke - - - -	118¼	..	1 35	2 5	2 40	3 35	..	12 30									
TATTERSHALL - -	119	..	—	—	—	3 40	..	—									
KIRKSTEAD - -	122¾	..	1 55	2 25	2 55	3 55	..	12 50									
Stixwould - - -	124¾	..	—	—	—	—	..	—									
Southrey - - -	126½	..	—	—	—	—	..	—									
BARDNEY - - -	129	..	—	—	—	—	..	—									
Washingboro' - - -	135½	..	—	—	—	—	..	—									
LINCOLN - arrival	138¼	..	2 40	3 10	3 50	4 40	..	1 35									
Ditto - - departure		..	2 50	3 20	4 0	4 50	..	1 45									
Saxilby - - - -	144½	..	—	—	—	—	..	—									
RETFORD - - -	158	..	4 0	4 10	5 0	5 50	..	2 35									
DONCASTER - arrival	175½	..	5 0	5 10	5 50	6 50	..	3 40									
			Morn.	Morn.	Morn.	Morn.		Morn.									

The Coal Traffic between Boston and Peterborough, and on the East Lincolnshire Line, is worked by the Goods Trains, both Up and Down.

South Yorkshire Railway. Gt. Northern Coal Trains.		A	B	C	D	A	B	C	D	A	B	C	A	B			
Ardsley Oak - - -		..	..	..	..	..	..	11 40	..	..	..	..	..	..			
Old Silkstone - - -		..	..	8 50	..	..	..	—	..	..	..	2 30	..	..			
Darley Main - - -		7 40	..	9 15	9 50	10 15	..	—	12 15	12 40	..	2 50	3 20	..			
Elsecar - - - -		—	8 0	—	—	—	10 35	—	—	—	1 5	—	—	3 40			
Hexthorpe, near Doncaster		8 25	8 45	10 0	10 35	11 0	11 20	12 25	1 0	1 30	1 50	3 30	4 5	4 25			

No. 4 Down Train to Shunt at Huntingdon for No. 6 Passenger Train to pass.

4	,,	,,	Thirsk	Y. N. & B.	,,
4	,,	,,	Retford	6	,,
5 & 6	,,	,,	Grantham	4 & 6	,,
6	,,	,,	Hitchin	11	,,
7	,,	,,	Corby	6	,,
8	,,	,,	Tallington	6	,,
9	,,	,,	Newark	8	,,

No. 11 Down Train to Shunt at Hatfield for No. 14 Passenger Train to pass.

10	,,	,,	Grantham	8	,,
11	,,	,,	Corby	8	,,
11	,,	,,	Newark	9	,,
14	,,	,,	Retford	14	,,
15	,,	,,	Huntingdon	17 & 18	,,
17	,,	,,	Grantham	18	,,

N B. The Down Empty Coal Trains, timed to call at the small Stations, are to be used, as much as possible, for the return of the Empty Coal Wagons from those Stations, and they will be despatched from the starting point with light loads for that purpose; but all Down Empty Coal Trains may be stopped, by signal, at any Station, and loaded up to the regulated number of forty Wagons.

GREAT NORTHERN RAILWAY. From 1st May 1854, until further Notice.

FOR WEEK-DAYS ONLY.

UP COAL TRAINS.

UP.	Miles.	1	2	3	4	5	6 Coke.	7 E.C.R. Coal.	8	9	10	11	12	13	14 Monday. Wednesday. Friday.	15	16	17	18	19
Ferry Hill - departure	..	Morn. ..	Morn. ..	Morn. ..	Morn. ..	Morn. ..	Morn. ..	Morn. ..	Morn. ..	Morn. ..	Morn. ..	Morn. ..	..	After. 12 30	After. ..	After. ..	After. ..	After. ..	After. ..	After. ..
DARLINGTON - -	12¾	..	..	..	..	..	..	..	..	..	..	..	..	1 30	..	..	..	3 45	..	8 0
Thirsk - - - -	35	..	..	..	..	..	..	..	..	..	..	..	..	*3 5	..	..	..	5 0	..	9 30
YORK - - arrival	57¼	..	..	..	..	..	..	..	..	..	..	..	..	4 20	..	..	..	6 30	..	11 0
Ditto - - departure		..	2 35	..	..	4 20	..	5 0	..	..	..	..	..	4 45	..	..	5 0	7 30	..	12 0
WAKEFIELD - -	..	..	—	..	..	—	..	—	..	..	..	..	..	—	..	4 30	—	—	7 40	—
Methley - - - -	..	..	—	..	..	—	..	—	..	..	..	..	..	—	3 45	—	—	—	—	—
Pontefract - - -	..	..	—	..	..	—	..	—	..	..	..	..	..	—	4 0	—	—	—	—	—
Knottingley .. arrival	20¼	..	—	..	..	—	..	—	..	..	..	..	..	—	—	5 10	—	—	8 20	—
Knottingley .. departure	..	..	—	..	..	—	..	—	..	..	..	..	..	—	4 10	—	—	—	—	—
DONCASTER - arrival	34¾	..	4 30	..	..	6 20	..	7 0	..	..	..	..	..	6 45	4 55	6 0	7 0	9 30	9 10	2 0
Ditto - departure	..	1 30	1 45	3 0	3 15	3 45	4 0	4 30	5 40	6 0	6 30	7 0	Morn. 10 0	Morn. 11 30	..	E.C.R. After. 2 0	After. 4 30	..	After. 9 0	
Rossington - - -	39½	—	—	—	—	—	—	—	—	—	—	—	—	11 50	..	—	—	..	—	
Bawtry - - - -	43	—	—	—	—	—	—	—	—	—	—	—	—	12 5	..	—	15 5 10	..	—	
Ranskill - - - -	46¾	—	—	—	—	—	—	—	—	—	—	—	—	12 20	..	—	5 25	..	—	
RETFORD - arrival	52½	2 40	2 55	4 10	4 20	4 50	5 0	2 5 35 * 6 0	6 40	7 0	7 25 7 35	8 0	10 55	12 50	..	3 5 3 10	5 50 5 55	..	10 0	
TUXFORD - - -	59¼	—	—	—	—	—	—	—	—	—	—	—	—	1 0	..	—	—	..	—	
Carlton - - - -	64¾	—	—	—	—	—	—	—	—	—	—	—	—	1 20	..	—	—	..	—	
NEWARK - - -	71	3 45	4 5	5 20	5 30	2 5 50 * 6 27	2 6 0 * 6 32	7 5	7 40	8 0	8 35	—	11 12 0 * 12 25	1 50	..	4 5 4 10	7 0	..	11 0	
Claypole - - - -	75¾	—	—	—	—	—	—	—	—	—	—	—	—	2 10	Daily.	—	—	..	—	
Hougham and Marston -	79¾	—	—	—	—	—	—	—	—	—	—	—	—	2 25	After.	—	—	After.	—	
GRANTHAM - - -	85¾	4 35	4 55	2 6 20 * 6 55	2 6 30 * 7 0	7 20	7 25	8 0	8 30	7 8 50 * 9 5	9 30 9 35	9 45	1 10	2 35 3 0	1 0	4 45 5 0	7 45	7 50	17 11 45 * 12 10	
Great Ponton - - -	89	—	—	—	—	—	—	—	8 40	9 20	—	—	1 25	3 15	—	—	—	—	—	
CORBY - - - -	94	—	—	7 15	7 25	—	—	—	9 0	9 40	—	—	1 45	3 30	—	—	—	—	—	
Little Bytham - - -	99	—	—	—	—	—	—	—	7 9 20 * 9 40	9 35	—	—	1 55	3 45	—	—	—	—	—	
Essendine - - -	102½	—	—	—	—	—	—	—	9 55	10 10	—	—	2 10	4 0	—	—	—	—	—	
Tallington, for Stamford -	106¼	—	—	—	8 0	—	—	—	10 10	10 30	—	—	2 25	4 10	—	—	—	—	—	
PETERBOROUGH - arr.	114¾	6 20	6 40	8 15	8 30	9 0	9 5	9 30	10 30	11 0	11 10	1 20	2 50	4 30	2 30	6 30	9 20	9 40	2 45	
Ditto - departure	..	7 10	8 10	8 25	9 0	9 15	10 25	..	10 45	11 30	11 50	12 0	3 10	..	2 40	..	10 0	10 15		
Holme - - - -	121¾	—	—	8 50	—	—	—	..	—	—	—	—	—	..	3 5	..	—	—		
HUNTINGDON arrival	132¼	2 & 6 8 10	—	9 20	—	10 10	11 25	..	11 50	12 25	—	—	3 55	..	3 35	..	—	—		
Ditto - - departure	..	8 43	9 10	9 25	10 0	—	—	..	11 55	12 30	12 50	1 0	4 0	..	3 40	..	10 50	11 5		
St. Neot's - - -	139½	—	—	9 41	—	—	—	..	—	—	—	—	—	..	4 0	..	—	—		
Sandy - - - -	147	—	—	10 8	—	—	12 30	..	—	—	—	—	—	..	2 20	..	—	—		

BIGGLESWADE arrival	150	—	—	10 25	—	7 | 11 5	—	..	12 55	—	—	—	—	..	4 34	..	—	—	
Ditto - - departure	..	—	—	10 30	—	* | 11 20	—	..	—	—	—	2 0	4 55	..	—	..	—	—	
Arlsey - - - -	154	—	—	10 50	—	—	—	..	—	—	—	—	—	..	4 44	..	—	—	
HITCHIN - arrival	159	10 0	10 30	* | 11 15	7*11 25	11 50	1 10	..	1 20	2 5	2 15	10* | 2 30	5 15	..	5 0	..	12 20	12 35	
Ditto - - departure	..	10 10	10 35	7 | 11 40	11 50	12 0	1 15	..	1 25	2 10	2 20	11* | 3 25	5 20	..		..	12 25	12 40	
Stevenage - - -	162	10 25	—	11 55	—	—	—	..	—	—	—	—	—	..	..	..	—	—	
Welwyn - - -	169	10 45	—	12 15	—	—	—	..	—	—	—	—	—	..	..	..	—	—	
HATFIELD - arrival }	173¼	11 0	11 20	12 30	12 40	12 50	2 10	..	2 20	—	11 | 3 0	4 0	} 6 0	..	..	..	—	1 30	
Ditto - - departure }											* | 3 40	4 10							
Potter's Bar - - -	178¼	11 15	—	12 45	—	—	—	..	—	—	—	—	—	..	..	..	—	—	
Barnet - - - -	181¾	11 25	—	12 55	—	—	—	..	—	—	—	—	—	..	..	..	—	—	
Southgate - - -	184¾	11 35	—	1 5	—	—	—	..	—	—	—	—	—	..	..	..	—	—	
Hornsey - - -	187	11 45	—	1 15	—	—	—	..	—	—	—	—	—	..	..	..	—	—	
LONDON - arrival	190½	12 0 Noon.	12 15 After.	1 30 After.	1 40 After.	1 50 After.	3 10 After.	..	3 20 After.	3 40 After.	4 40 After.	5 10 After.	7 10 After.	..	.. After.	..	2 15 Morn.	2 30 Morn.	

LINCOLNSHIRE LINE.																			
DONCASTER departure	34¾	..	..	..	..	..	..	Morn. 5 30	..	Morn. 6 10	..	Morn. 7 10	..	Morn. 8 30	Morn. 8 0				
RETFORD - - -	54¼	..	..	..	..	..	..	6 30	..	7 10	..	8 10	..	9 30	9 0				
Saxilby - - - -	66¼	..	..	..	..	..	..	—	..	—	..	—	..	—	9 50				
LINCOLN - arrival	72¼	..	..	..	..	..	..	7 30	..	8 0	..	9 0	..	10 20	10 10				
Ditto - - departure	..	..	..	..	..	..	..	7 45	..	8 15	..	9 20	..	10 50	10 30				
Washingboro' - - -	75	..	..	..	..	..	..	—	..	—	..	9 35	..	11 0	10 40				
BARDNEY - arrival	81½	..	..	..	..	..	..	—	..	—	..	9 55	..	11 | 11 25	11 0				
Ditto - - departure	..	..	..	..	..	..	..	—	..	—	..	—	..	* | 11 50	—				
Southrey - - -	84	..	..	..	..	..	..	—	..	—	..	10 10	..	12 0	11 10				
Stixwould - - -	85¾	..	..	..	..	..	..	—	..	—	..	10 20	..	12 10	11 20				
KIRKSTEAD arrival	87¼	..	..	..	..	..	..	8 40	..	9 10	..	10 | 10 40	..	12 20	11 45				
Ditto - - departure	..	..	..	..	..	..	..	—	..	—	..	* | 11 5	..	—	—				
TATTERSHALL - -	91½	..	..	..	..	..	..	—	..	—	..	11 20	..	12 40	12 10				
Dogdyke - - - -	92¼	..	..	..	..	..	..	—	..	—	..	11 30	..	12 50	12 20				
Langrick - - - -	98½	..	..	..	..	..	..	—	..	—	..	11 45	..	1 5	12 35				
BOSTON - arrival	105½	..	..	..	..	..	..	9 30	..	10 0	..	12 0	..	1 20	12 50				

SOUTH YORKSHIRE RAILWAY. *Gt. Northern Coal Trains.*		A	B	C	D	A	B	C	D	A	B	C	A	B					
Hexthorpe, near Doncaster		6 30	6 45	7 20	8 30	9 0	9 20	10 20	11 0	11 30	11 50	1 0	2 10	2 30					
Elsecar - - - -		—	7 30	—	—	—	10 5	—	—	—	12 35	—	—	3 15					
Darley Main - - -		7 15	..	8 0	9 15	9 45	..	—	11 45	12 15	..	1 40	2 55	..					
Old Silkstone - - -		..	..	8 25	..	..	..	—	..	..	..	2 5	..	..					
Ardsley Oak - - -		..	..	..	..	..	..	11 15	..	..	..	..	..	..					

No. 1 Up Train to Shunt at Huntingdon for No. 2 & 6 Passenger Train to pass.

4	,,	,,	Hitchin	7	,,
3	,,	,,	Grantham	2	,,
3	,,	,,	Hitchin	7	,,
4	,,	,,	Grantham	2	,,
5	,,	,,	Biggleswade	7	,,
5	,,	,,	Newark	2	,,
6	,,	,,	,,	2	,,
7	,,	,,	Retford	2	,,

No. 8 Up Train to Shunt at Bytham for No. 7 Passenger Train to pass.

9	,,	,,	Grantham	7	,,
10	,,	,,	Hatfield	11	,,
11	,,	,,	Hitchin	10 & 11	,,
11	,,	,,	Kirkstead	10	,,
13	,,	,,	Thirsk	Y.N.B. Exp.	,,
12	,,	,,	Newark	11	,,
16	,,	,,	Bawtry	15	,,
18	,,	,,	Grantham	17	,,
13	,,	,,	Bardney	11	,,

S. Clarke, Esq.

29 May 1854.

2398. I find that Mr. Hill in his evidence states that one of the Scotch railway companies offered to run a special train exclusively for mails at 2*s.* 6*d.* a mile each way; do you think that that could be done upon your railway?—I should be very sorry to have to do it. There may be circumstances which would enable a company with a short line to do it, where running a special train would be of no great moment, but on a long line like ours I should be very sorry to have to run a special train for the Post-office service only at 2*s.* 6*d.* a mile.

2399. Would it not be much nearer 5*s.* a mile?—I think it would be a very expensive thing, because it would be very objectionable to the company.

2400. And it would interfere very much, would it not, with the traffic on their line?—That is my opinion.

2401. It was stated that if the London mail by way of Carlisle were to be joined at Polmont by a train from Edinburgh, after the arrival of the mail train by way of the Great Northern from the south, that would cause a delay to the western mail, the distance being 12 miles longer than by the western route?—That was stated.

2402. Would it be so?—I think not, because the difference of 12 miles between the east coast and the west coast is so trifling, that if it were desired that they should arrive at the same time at the Polmont junction, they might do so.

2403. Is not the speed on the Great Northern Railway considerably greater at present than it is on the Western road?—It is greater.

2404. And that would give you a margin of something like an hour, would it not?—Yes; but even if the western coast were accelerated 12 miles on a distance of 400 odd miles, that is such a trifling difference that I am sure if the object were to meet at Polmont junction, it could practically be done.

2405. Mr. *Liddell.*] When you state that the speed is greater on your line than on the Western line, do I understand you to mean the general speed by all trains, or the speed by particular trains?—It is rather more by all the trains.

2406. Your answer refers to the general running on the line?—Yes.

2407. Mr. *Milner.*] Mr. Hill says, in answer to Question 1568, "If we were to use the Great Northern night train for carrying the mails, we should be obliged to alter the times; it would not reach Edinburgh so early as it does now if it were employed"?—I do not conceive that more service would be required of the East Coast route than of the West Coast route; in fact, less would be required; therefore whatever amount of service were required to be done by either route, we still could make up that 12 miles if required to do so.

2408. Is he right in assuming the same rate of speed on the Western as on the Eastern route?—There is no doubt that the East Coast is travelled over quicker than the West.

2409. Mr. *Liddell.*] Do you attribute that greater speed to the natural advantages of the line?—I attribute it to two or three causes; one is, that there is less traffic on the East Coast than on the West; another is, that there are fewer junctions of importance on the East Coast than on the West; and another is, that over the northern part of the West Coast the gradients are steeper than those on the East.

2410. Mr. *Milner.*] Especially between Lancaster and Glasgow?—Yes; over the Caledonian.

2411. Mr. Hill states that, by the use of the Great Northern Railway, there would be an additional expense of 33,000*l.* a year; does that at all agree with your estimate?—No; I cannot at all reconcile it with my letter, which, I believe, was put in in evidence. My offer, the Committee will recollect, was to carry the mail by an existing train between London and York, up and down for 1*s.* a mile; or if one of the trains only were selected, that is, if the down service only were performed, and not the up, it was to be 1*s.* 6*d.* per mile for the one journey.

2412. Mr. *Liddell.*] That was upon condition that the Post-office should adopt the company's stoppages and hours?—It was so. But if the postmaster required a control over the train, it would not double my estimate and make it a shilling more; I think that a very slight alteration would comply with all Mr. Hill's requirements.

2413–14. The company agreed to convey the mails for 1*s.* a mile both ways, but Mr. Hill's objection was, that the arrival of the up-train in London being at 9.15 in the morning, it was comparatively useless for the conveyance of letters; could you, consistently with your arrangements, have made the up-train arrive at such a time that it would be convenient?—We have a train running now, and almost the

the first question put to me to-day was, as to that train; my reply was, that we had no second communication from the Post-office; they did not say that that was an inconvenient hour; they simply said that our offer was declined; and I think, if the Committee recollect, the reply which Mr. Hill made on Friday went to this, in fact, he said so in terms, that the object of his application to the Great Northern was to be a means of putting the two in competition, and if he had succeeded in doing that, there would have been no occasion for asking for any different system of communication than that which I suggested.

2415. Mr. *Milner*.] Supposing you were to carry the up and down night mails to the north, and the up day mail by your train leaving York at 4.15 in the morning, and allowing 4,000 *l.* for additional letter carrying service, would not the whole expense amount to a much less sum than 33,000 *l.*?—There is no doubt of that.

2416. I suppose you are not prepared to state at present on what terms you would undertake the service?—No, not without a knowledge of what the requirements of the Post-office would be; but the Post-office has an opportunity under the Act of Parliament, of requiring an arbitration in the event of its not being satisfied with the terms charged by a company for the conveyance of mails, and if it were for the convenience of the public that the mails should be carried by the Great Northern system, there would be no difficulty in settling the price.

2417. I suppose the Committee may understand that it would be very much less than the award that has just now been given to the York and Berwick Company?—There would not be all the service performed. I think there has been misconception throughout on the part of the Post-office as to any desire on the part of the Great Northern Company to transfer the mail service from the Western or Midland route to the Great Northern. All that we have ever said is, that our trains reach Edinburgh at a certain time; but we contend that there is sufficient traffic or population between London and York to justify the placing of a mail train on that line, for the purpose of serving that population only. Then in addition to that comes the fact (and it is a fact) that the service can be better performed, as far as Newcastle and Edinburgh and intermediate places are concerned, by adopting the Great Northern system; but as to transferring the whole to the Great Northern route, that never was imagined by anybody, I believe, and certainly not by the Great Northern Company.

2418. Mr. *MacGregor*.] In fact, the Great Northern service would be an additional service to those which are already performed?—Yes, between London and York.

2419. Mr. *Milner*.] What occurred in 1851 between the Great Northern and the Post-office as to the conveyance of mails, was, I think, the first communication on the subject that passed between them?—There was a little service on the loop line in connexion with the Eastern Counties, but that was some years before. I was called on to make an estimate to the Post-office as to the price at which we would carry the night mail, and I founded my estimate upon the fact that we should have to establish a night service at all our stations, and that accounts for the apparent discrepancy between my estimate at the time and my recent estimate in August 1853. In one case the proposal was to establish a new service throughout, and in the other to adapt an existing service to what was then required.

2420. With the service that you have had, you would be able, would you not, to make a much lower offer than you were able to make in 1851?—Yes; in 1851 the offer was for a much larger sum; it came to 3*s.* 3½*d.*, I think, per mile. A letter which was read by Mr. Hill, dated in August 1853, contained a considerably lower offer than that which was made in 1851.

2421. Mr. *Liddell*.] In the last communication which passed between your company and the Post-office, it was stated that you limited the engagement to one year; will you have the goodness to state why that was done?—The reason why I limited it to one year was, that we had that train then in existence; we had put it on experimentally, and did not wish to be bound to continue it; this train was put on experimentally for the purpose of carrying the Scotch traffic, and as it was possible that we might find it so bare of traffic that it would not be desirable to keep it on, I limited it to a year.

2422. But the experience you have had of the traffic produced by that train has induced you to continue it?—We have continued it up to this time, and there is no intention of discontinuing it.

2423. Mr. *Hastie*.] What do you estimate as for locomotive power?—That is

a question which involves a great many items; it depends on whether you include the rolling stock generally, whether you include wear and tear, and so on; there are a variety of items to be considered, and unless those are given you might be misled.

2424. Suppose the case of the Great Western Company, who supply, I believe, locomotive power to the South Wales Railway Company, and charge so much per mile?—I do not know whether they include the carriages in that; of course, if any definite question is put to me as to the price of such and such things, it will be my duty to give the Committee any information in my power.

2425. In the case of a special train running at night, would not the night service at the stations be for the sake not of that special train, but for the sake of your own passenger or goods trains, which would be running whether there was a mail or not?—No doubt; if there are more trains than one running at night, the expense of the night service for each individual train is less; if, for instance, goods trains are running, the attendance of certain servants is necessary for the purpose of signalling those trains, and they might signal the night trains also.

2426. So that no additional expense for night service would be necessary for the mail train?—Not if other trains were running at those times; but it might be that there were no trains at all running at those hours, and in that case people with lights, and all the et ceteras, would still have to be kept on.

2427. Mr. *Milner.*] In 1851, when this proposal was made, you had no train running at that time of night, I think?—No.

2428. And therefore it would have been an entirely new service?—Yes.

2429. Mr. *Hastie.*] Had you no goods trains then?—It was before we opened, I think, on the 13th of February 1851; I think it was in anticipation of our opening.

2430. Mr. *Milner.*] With regard to the offer of a 1*s.* a mile each way in 1853, I asked Mr. Hill this question; "Has not the Great Northern Company made an offer to carry for the double journey at 2*s.* a mile?" and his answer is, "Yes, but one of the trains would be utterly useless to us." Were you not prepared then to give the Post-office the use of the 8.40 train from York, or the 4.15 morning train from York to London, and to put it under the control of the Post-office?—I was prepared to give the same service by the train due in London at four in the morning, that is, the 8.40 train from York, as I proposed to give by the train due in London at that time at a quarter past nine; that, I think, meets the question which you put to Mr. Hill. We offered to do a certain thing, which Mr. Hill thought was not the right thing, as far as the public service was concerned. You ask me if I am now, or if I was then, prepared to afford that same service by a train that did arrive at a convenient time in the morning, and my answer is, Yes.

2431. *Chairman.*] At the same price?—Yes; that is, a train in connexion with the mail train from Edinburgh, which leaves York six minutes after the Midland bag.

2432. Which train you put on as competing with the other line?—I do not know about its having been put on for the purpose of competition; it was put on for the purpose of the traffic of the line.

2433. Mr. *Milner.*] You would have no objection, would you, on the part of the Great Northern, to agree to any alteration in the way of stoppages that the Postmaster-general might desire between London and the North by your train?—No impediments would be thrown in the way of any alterations that it might be considered desirable, should they be reasonable, and of course in the event of any disagreement taking place between the Post-office and the company, the price would be subject to arbitration; but that question was never put by the Post-office.

2434. No new train north of York would be required if the Tamworth and Derby bags were taken on to the North by the first passenger train, would there?—No.

2435. So that the whole extra expense would be the up and down mail train from York to London?—With the small additional expense of carrying those bags by the passenger train.

2436. The only additional expense to that which is now incurred, would be a mail train from York to London by Rugby and Derby?—I am sure there would be part of the expense of the mail service between London and Rugby that would

be

be thrown into the calculation; I believe it would resolve itself into an extra mail between York and London, it would be *viâ* Peterborough.

2437. There would be two mail trains from London to York, in fact?—Yes, if the Great Northern route were used, whether for through or intermediate purposes, I think that would be the case.

2438. Mr. *Fortescue.*] Should you not say that this was the state of things; that there is a mail train on the North Western which the Post-office must contrive to use for other purposes?—I think they will always contrive to use it.

2439. Mr. *Milner.*] And would not that be lessened a good deal by the service to the various towns on the Great Northern line?—The expense of the local service would be lessened very materially indeed, because, as I showed you originally, the letters for the towns on our route are brought and sent right and left, instead of being carried direct to and from.

2440. And a considerable number of mail carts would be discontinued, would there not?—If the service were performed by a through line, a great number of the mail carts would be rendered unnecessary.

2441. Mr. *Fortescue.*] Is it not the fact that a large number of letters going to those places would still have to be carried by mail carts?—I should have thought not, if there was a mail train going from London to those towns, carrying the bags.

2442. Would that convey letters from all parts of England?—There would be cross posts.

2443. Mr. *Milner.*] Would they not come from Nottingham to Newark, and join the Great Northern there?—There is a direct line of railway from Derby and Nottingham to Newark.

2444. And also further south, could not the letters come from Blisworth to Peterborough?—Yes, and further north, as they do now by the Sheffield line, joining at Retford; and then there is the Doncaster Railway from Swinton to Doncaster, and the Lancashire and Yorkshire further still, where Knottingley is the point of junction.

2445. Mr. *Fortescue.*] Is it not the case that people living south of York receive their letters at a convenient hour in the morning?—They receive them at an early hour; but it would be much more convenient if they had the mail service by the Great Northern, and the risk of carrying the letters backwards and forwards by mail carts would be avoided.

2446. Do they receive them now as early as they would then?—I think not.

2447. By whatever conveyance they travel they arrive in those towns, do they not, at a sufficiently early hour in the morning?—The public living in those towns think not. I am not sufficiently acquainted with their habits to be able to say whether that is so or not. They complain very loudly that they do not get a direct service.

2448. Are you aware that we have examined a witness from Huntingdon, who has made no complaint except of what he supposed to be the insecurity of the conveyance by mail cart?—I was not in the room when he gave his evidence.

2449. Mr. *Milner.*] Can you state what progress is being made with regard to the slipping apparatus?—Whenever the Postmaster-general has intimated to us that he requires it to be applied, we have given instructions for its application.

2450. Can you tell us at all what weight of bags can be dropped by the means of that apparatus?—I think Mr. MacGregor put that question to Mr. Rowland Hill, but I did not catch his answer. It was 40 lbs. to take on, and 70 lbs. to let off, I think.

2451. *Chairman.*] Did your observations with regard to express trains apply solely to the convenience of passengers, or did they apply also to postal convenience?—They applied to the convenience of the travelling public.

2452. Not affecting in any degree the arrangements of the Post-office?—No; it would be a question of expense, as regards the Post-office.

2453. Solely a question of expense?—Yes; branch mail coaches would beaffected very much by want of facilities being given to them for carrying passengers.

2454. Mr. *MacGregor.*] For a railway to run two express trains instead of one would be a matter of very serious import, would it not?—It would be the worst possible arrangement.

2455. The ramifications of the mail system throughout the country afford the greatest possible convenience to railway travellers, do they not?—Yes.

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2456. And in certain parts of the country it would be impossible for railway companies, would it not, to maintain the trains which are now used by the Post-office and by passengers if it were not for the assistance which they receive from the Post-office contribution?—Unless the two were combined, they could not in many cases run.

2457. The effect of the Post-office running express trains for letters only would be to withdraw considerable accommodation from the public, would it not?—Yes; in many parts the public are only served by branch coaches running from places where the mails stop.

2458. Coaches in connexion with the Post-office service?—Yes.

2459. How many express trains are there on the Great Northern line now?—The day express train up and down, and the fast night train; that is not an express train, but it runs very fast.

2460. How are your coal trains worked?—They are worked to a time-table as punctually as the passenger trains, and the stopping places at which the passenger trains are to pass them arranged and printed on the same time-table as that which gives the means of working the trains themselves.

2461. You believe that on the Great Northern line there is no greater interference from the coal trains than there is from the common merchandize trains on every other line?—Not at all.

2462. Mr. *Fortescue.*] With respect to the special trains that have been talked of; do you mean to say that if you run a special mail train for Post-office purposes, you would be compelled to give up your passenger trains?—No; but running two trains at a similar speed through the night would be highly dangerous; if there is an interval between them, either the Post-office service or the public passenger service must suffer at the point of junction; one must have to wait for the other unless the two travelled in the same train.

2463. But still, may I not assume that there would be passenger trains run, that they would stop at stations, and that there would be some mails and omnibuses as there are at present?—I feel certain that they would not if the mail bags themselves were carried by another conveyance, because there would be no object in putting branch coaches on for the purpose of carrying these bags, and in putting others on to carry passengers. You would not find traffic enough by the night train to warrant the putting on of special coaches if the mail bags were carried by other conveyances.

2464. I suppose the Post-office would be obliged to have mail carts for their own purposes, but would there not still be passenger trains and mail coaches at the stations to meet them?—There would not be coaches to meet the passenger trains in many cases.

2465. The real change caused by the introduction of a special mail train would be the interference it would cause to the traffic of the line, would it not?—Railways are established for the purpose of accommodating the traffic of the country, and it would be a very serious impediment to that traffic.

2466. It would not exclude the passenger trains?—It would exclude them at that particular hour, and there would be a difficulty in the public getting to distant parts of the country in connexion with the mail trains; now they have branch coaches running in connexion with the mail trains, but in the case supposed, the public arriving by the passenger trains would not find a branch coach waiting to receive them, and they would not have an opportunity of getting to the end of their journey if they lived at an intermediate place, unconnected with the railway.

2467. Mr. *MacGregor.*] If the traffic were found too heavy by particular lines of railway for night mails to carry passengers, the object might be answered, might it not, by restricting the carriage of passengers to first-class passengers only?—Yes; but there would be a considerable outcry if all passengers were made to pay first-class fares; there are many poor people could not afford to pay first-class fare, and are yet obliged to be at their destination at a particular time; and if they were obliged to pay first-class fares, that would be considered a great hardship.

2468. But if it were necessary to adopt some restrictions for the purpose of insuring punctuality in the carriage of the mails, the restriction as to carrying first-class passengers only would be less objectionable, would it not?—Yes; on the principle that "half a loaf is better than no bread."

2469. Mr.

2469. Mr. *Fortescue.*] Suppose a special train ran at nine o'clock, and a passenger train at half-past nine, would not the coaches and omnibuses meet the passenger train at the different stations?—No; because there would not be duplicate ones; and if the Post-office required the mail-coaches to go on with the bags, there would be no coaches at the station when the passenger train arrived.

2470. Would not the country coaches and omnibuses adapt themselves to the passenger train starting at half-past nine, and not to the mail train starting half an hour sooner?—If there were coaches to carry away either the bags or the passengers, they would not take them both, but they would take the bags, and not the passengers.

2471. Mr. *MacGregor.*] If the Postmaster-general issues his warrant for a Post-office service to be performed, according to the present state of the law, as fast as the express train running on any railway, it is the duty of the railway company to maintain that rate of speed, is it not?—Certainly.

2472. And if they find themselves unable to do that, in consequence of the weight of the traffic by that train, then it is their duty, is it not, to restrict the traffic so as to maintain punctuality?—Yes; and I believe that the London and North-Western Company have done so; they have two trains out of London, one at five minutes to nine, and one at a quarter past nine, going over the same line as far as Rugby.

2473. Mr. *Fortescue.*] They are both mail trains?—Yes; but Mr. Hill said that they are not paid as two.

2474. Mr. *MacGregor.*] But the running of those two lines shows the desire of the railway company, does it not, to maintain punctuality?—I think so.

2475. Mr. *Fortescue.*] There is a difference between your time, as kept by you on the Great Northern, by the day mail in the month of April, and the Post-office return; can you say how your return was obtained, and can you give us the details of it?—Yes, I can. I would mention that the Post-office are now looking so sharply after the companies, that in a journey of 190 miles from London to York, an application is made to the railway company if a delay of ten minutes takes place. They have only had one of those communications, that I am aware of, since the train started.

2476. Can you give us the details of your return of despatches and arrivals?—Yes; I have produced them from March and April; I believe they are correct. They are from the register kept by all the railways of the performances of their trains, made up after each journey is performed from the book of the guard, part of whose duty it is to keep a record at each station of the time he arrives and the time he leaves; at the end of his journey he writes that in a book, of which the paper I have produced is a copy.

2477. With respect to the time in which a journey from London to Edinburgh can be performed by the two lines of railway, should you say it was a fair statement to say, that the measure of the time is the difference of distance by the two lines, namely, thirty miles?—I think the practical answer to that is, that it must be so, certainly, if you except the difference that may arise from the fact of the increased number of junctions on one route instead of the other. If the service is the same on the Midland and on the Great Northern, and the distance is the same, they will perform their journey in the same time; but there is a difference in the distance of 30 miles less by the Great Northern route between London and York; and no doubt if the train is as heavy as it is on the North Midland, the only practical difference that you can calculate is the 30 miles.

2478. I think you will admit that junctions are an advantage in a Post-office point of view, and that you will be obliged to invent them for Post-office purposes on your own line; taking that into consideration, and considering that there are two first-rate lines of railway running between two distinct points, do you think it fair to say that the difference of distance of 30 miles in this case will really govern the comparison?—With the same amount of service on each, I should say so, certainly.

2479. Mr. *Milner.*] Do you attach any importance, with a view to the security of the mails, to their connexion with the carriage of passengers?—I do not think the company would take less care of a mail train if it had no passengers. With all railway companies, the first object, whether it be a coal train or a passenger train, or the Queen's train, is to work it as punctually as possible and run as safely as possible; and if that is lost sight of, the man having charge of the line is not fit for his post.

2480. You admit that the lightness of the train makes a great difference in the Post-office service?—I admit that a very light train can be practically more punctual than a heavy one.

2481. *Chairman.*] Should you object to the Postmaster-general having the power of limiting the carriages which accompany the mail train to any given number?—It would be an element in the calculation of the cost.

2482. How many carriages do you think would convey your present amount of passenger traffic by your two night trains?—Some are taken off at the junction. If they were all put into carriages that would actually hold them, and there were two or three gentlemen who were going to one place, and two or three who were going to another, put into the same carriage in the first instance, and if they were afterwards to be taken out at the point of junction, of course that would make a considerable difference.

2483. What is the number of carriages that run now by those two trains?—It does not exceed eight.

2484. You would not consider eight as any serious impediment to the attainment of the greatest speed?—No, I would not limit it to eight; I would not mind the limit being higher than eight. I would not mind carrying eight or ten coaches, and keeping the same time.

2485. Do you think it possible to maintain, with ten carriages attached to a post-office train, the same punctuality as with a small train of four carriages?—I think you must state also at how many miles an hour the train is required to run. If I am asked whether it is possible to maintain a speed of 30 miles an hour with ten coaches, I would say that I could be as certain of punctuality with ten coaches as with four.

2486. But suppose the speed is 45 miles an hour?—Then of course it begins to tell.

2487. And that, you think, is the speed to which you would not object to be limited?—There are times when the present train runs at the rate of 44 or 45 miles an hour. My answer was, that I should not like to exceed the present speed, as shown by the time-table of the night train.

2488. Do you think that the present speed of that train could be maintained with ten passenger carriages?—Yes.

2489. And with all the passenger traffic connected with it?—I do.

2490. Mr. *Fortescue.*] Can you give the Committee a statement of what would be the actual bare additional cost of running such a special train as has been spoken of?—If the Post-office will give me the elements they want put into the calculation, I will make it for them. It comes to the question, how much will you do this service for? which is a question which was put to us before, and to which I gave a reply, and then the matter dropped.

2491. I speak of the actual additional cost?—If the Post-office will tell me what they want done, I will give them an estimate for it.

2492. Mr. *MacGregor.*] Mr. Hill said he would as soon arrange for a train to run at the rate of 44 miles an hour by night as by day?—Yes, but he has nothing to do with it.

2493. I understand you to say you decidedly object to that?—Yes; but I think he means 44 miles an hour exclusive of stoppages, and no doubt part of that journey is performed at the rate of 45 miles an hour. I do not wish it to be understood that I would run 45 miles an hour, including stoppages.

2494. Mr. *Fortescue.*] What would it actually cost you to run an engine with two or three carriages at 40 miles an hour?—I could tell you the cost of certain things; or, if you will tell me what you wish included in the calculation, I will make it for you. The bare cost of running an engine a mile, or 50 miles, is easily ascertained.

2495. I am not speaking of any compensation for any derangement of the traffic, but I ask whether you could not make a statement of what would be the actual additional cost of running an engine with two or three carriages?—If you apply to the half-yearly return of any railway company, you will find that the cost of running an engine a mile is from 7*d.* to 1*s.* 6*d.*, according to circumstances.

2496. Can you not furnish the Committee with a statement what it would cost the Great Northern Company to run an additional engine, with two or three carriages, at a speed of 40 miles an hour?—Yes; but that is not the question you want answered. It would not at all convey to your mind the cost to the Post-office service,

service, for there are various elements to be considered, and it would depend on what were the requirements of the Post-office. *S. Clarke*, Esq. 29 May 1854.

2497. Mr. *MacGregor.*] In estimating the cost of running an engine a mile, you must take into account, must you not, the cost of maintaining the road over which it travels?—Yes.

2498. And the cost of convenient stations, and all other things necessary to maintain a good service?—No doubt.

2499. Mr. *Fortescue.*] I am only speaking of one item; could you not give us the bare additional actual cost of such a train?—Yes; but what good would that do you? if I may ask the question.

2500. I believe it varies on the London and North-Western line, does it not?—Yes; to some parts of the line, for instance, coke has to be brought, while in other parts it is found on the spot.

Jovis, 1° die Junii, 1854.

MEMBERS PRESENT.

Mr. Liddell.	Mr. James MacGregor.
Mr. Wilson Patten.	Mr. Henry Herbert.
Mr. Wilson.	Mr. Blackett.
Mr. Fortescue.	Mr. Egerton.
Mr. Horsfall.	Mr. Philipps.

JOHN WILSON PATTEN, Esq., IN THE CHAIR.

William Bokenham, Esq., called in; and Examined.

2501. *Chairman.*] YOU fill the Office of Superintending President of the Inland and Foreign Department at the General Post Office?—Yes. *W. Bokenham*, Esq. 1 June 1854.

2502. It has been stated to this Committee, by a gentleman from Liverpool, that great inconvenience is found there from the letters by the West India mails arriving at Southampton, going up to London and remaining there, whereby the London merchants get a great advantage over the Liverpool merchants, whereas a direct communication between Southampton and Liverpool would avoid that?—That may be occasionally the case; but certainly it does not occur very frequently. The objection would be, the large force required at Southampton to be worked at occasional times.

2503. Any change in the present system would involve a change, would it not, in the Post-office force at Southampton?—Undoubtedly.

2504. Are there any circumstances which would render it unadvisable, in your opinion, to increase that force at Southampton?—I should say it is unadvisable to do so, on account of the enormous expense. My impression is, that you could not work all the mails arriving at Southampton, to Liverpool, as a rule, to save time, without employing from a hundred to a hundred and fifty persons.

2505. Is the arrival of the packets at Southampton tolerably regular?—Yes; and every exertion is made there to get the letters into London at the earliest possible moment.

2506. Does more than one packet ever arrive at Southampton from the West Indies, or from foreign parts, on the same day?—Yes; very frequently.

2507. And, I presume, that if the proposed alteration were made, you would have to provide a force sufficient for all contingencies of that kind?—Yes. To show the uncertainty of our arrivals, I will, if you will allow me, give you the arrivals of one particular day. On the 2d of July last, the London office had the London portion of the West India mail, including the Mexican and Panama; mails from America, the East Indies, China, Australia, *vid* Marseilles, and Australia direct, per Melbourne, besides despatching mails to the West Indies and Mexico, and preparing for the despatch of the Indian and Australian mails of the following morning. The whole available force of my department was on duty from five in the morning till 8.45 at night, with the exception of one half hour for refreshment. There

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There were about 600 persons employed, and the number of letters on that day was 668,000. We received in London 458,846, being, with one exception, 103,000 more letters than had ever reached London on any one day before; this is the uncertainty you would have to provide against at Southampton.

2508. Can you give any information as to the average number of letters that arrived at Southampton by each mail?—The East India mail, by way of Southampton, brings from 25,000 to 40,000 letters; the West India mail, the first mail in the month, brings about 20,000 letters, the second about 15,000, the Brazil mail about 12,000 letters, the American from 10,000 to 20,000; these are, I think, the whole of the mails arriving by way of Southampton.

2509. Can you state the number of arrivals per month?—The East India mails arrive twice a month, the West India mail twice a month, the Brazil mail once, the American mail about once a week, the Australian mail once a month, and the Peninsula three times every month.

2510. What are the regulations in the post-office at Southampton with regard to forwarding colonial mails to the interior?—As a rule, letters for London brought by the West India, Brazil, or East India (*viâ* Southampton) mails, which arrive here after two, p.m., are not delivered on the same day; letters for the country brought by the West India, Brazil, or East India (*viâ* Southampton) mails, which arrive here after four, p.m., are not sent forward the same day; the same may be said of mails from India (*viâ* Marseilles), although no rule has been laid down in respect to that mail; all continental mails which arrive previous to the mid-day delivery are, as a matter of course, delivered the same day, as they are indeed in every practicable case, if they arrive before four, p.m.; but it does happen in some instances, when such arrivals take place only a short time before that period, it is not possible to make a delivery of London letters the same day, although those for the country are sent forward.

2511. What has been the general average of the arrival of those mails in London during the past year?—The Peninsular mail has arrived 22 times before six o'clock in the morning, six times before two in the afternoon, five times before four in the afternoon, and three times before eight oclock at night; so that it can only by possibility have happened that the Liverpool letters were not sent forward the same day on those three occasions, and they may have been sent forward then.

2512. Mr. *Wilson.*] Does that apply to the whole year?—To the whole year. The East India mail has arrived four times before six in the morning, once before two, p.m., eight times before four, three times before eight, and eight times in the night.

2513. *Chairman.*] In how many of those cases were the Liverpool letters detained?—In three only, as regards the East India letters; that is, they arrived here after four o'clock, and could not be sent forward the same night; of the West India mails, five have arrived before six in the morning, two before two in the afternoon, seven before four, two before eight, six before midnight, and two after midnight; so that unless a special mail had been made up at Southampton, I do not see the possibility of the letters having been detained on more than two occasions, as regards the West India mail that for year; you will observe there were only two arriving after four and before eight, and the others arrived at midnight or after midnight.

2514. All the others, you maintain, would have been forwarded in due course equally with the London letters?—Yes.

2515. It has been suggested to this Committee, that the sorting of these letters by mails arriving at Southampton might take place on board the packets by which the mails arrive; what is your opinion as to that?—I proposed that myself some 14 or 15 years ago, but there was always an objection, and there is now, on the part of the public, to it.

2516. What is the objection?—That the correspondence would not be safe; that every man has his price, I suppose.

2517. Mr. *Horsfall.*] You do not mean that there has been any general representation on the part of the public to that effect, do you?—It has been so said, and it has consequently never been carried out.

2518. *Chairman.*] In your opinion, it would require a staff on board each one of these vessels to carry out such an arrangement?—Yes; I should say also that the expense would be very great; Cunard wanted 20,000 *l.* a year for a space four yards by three, and his is only one line.

2519. Would that be sufficient space for a post-office?—I very much doubt it,

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as the mails have increased so enormously, but that must depend entirely on what is to be done on board the packets; you may effect a partial sorting, and assist materially in the delivery of the mails on their being landed, by charging them and so on, and checking the accounts, but if you went into a final sorting you would require almost the whole ship. In fact, you, gentlemen, observed the size of the Inland Office; all round those rooms are sorting boxes, and they are only in duplicate; if it were to be a final sorting you would have to divide the letters into perhaps 500 or 600 portions, and consequently it would require a very large space.

2520. Does it ever happen that the letters arriving by the West India mails, and other mails, at Southampton are delivered simultaneously at Liverpool and in London?—Yes.

2521. How is that?—In the case of all mails reaching London between two and four o'clock the London letters are detained in London; in fact, the merchants will not have them, they would much rather be without them; they are detained until the next morning, and, of course, the Liverpool letters being sent off, the two classes of letters are delivered simultaneously.

2522. Mr. *Wilson*.] What is the latest hour of the arrival of a letter from Southampton which you would despatch to Liverpool?—If it was a colonial or foreign letter, four o'clock, unless by the Peninsula mail, in which case it would be forwarded up to five; occasionally I have stood by on the arrival of a West India mail and seen what we could do, and the mail arriving at a quarter after four, I have sometimes said we could forward the Jamaica letters, but we could not forward anything beyond them.

2523. Notwithstanding that the mail does not go off till a quarter to nine?—Yes; it leaves our office at eight.

2524. But you are not able to get off the letters of a foreign mail arriving much later than four?—No.

2525. Is that from the want of accommodation or from your not having sufficient hands to spare?—It is from the want of accommodation and from the want of hands.

2526. Because you receive the inland letters up to seven o'clock?—Yes; but it is from our having to dispose of them in such large masses that we cannot tackle the foreign letters.

2527. Then, in fact, you are obliged to do it before the rush of the evening letters?—Yes.

2528. *Chairman*.] It has been stated that at Liverpool a different practice prevails, and that there is a sorting there of foreign letters arriving by the packets before they leave that place?—Yes, but in Liverpool they have a force to meet it.

2529. In what way does the system differ at Liverpool?—At Liverpool the force is constantly employed. They despatch the American mail every week at least, and they receive a mail from America every week. Those parties, therefore, are always employed in preparing those mails, and they are ready on the arrival of a mail to send the letters forward.

2530. What is the practice at Dover on the arrival of the French mail there?—The French mail is sent immediately to the station. The Dover portion is taken to the Dover office, and the London portion is sent direct from the packet to the railway station; in fact the train is generally waiting for it, and the Dover portion, that is, the letters for Dover itself, are taken to the Dover office and the other letters come on by the next train.

2531. There is no portion then except the Dover portion that goes to the Dover post-office?—Not of the letters that come by the quick mail; if there were time I dare say they would take them there, but I do not believe they do. The letters coming by the first Paris mail, I understand, and for the line of road up to London, are taken to the Dover office.

2532. Mr. *Liddell*.] Then the sorting has taken place previously on board, I presume?—No, the letters are sorted, so far as they are sorted, in France; that is, the only sorting that takes place is separating the letters for Dover and the line of road between Dover and London from those coming to London.

2533. *Chairman*.] The overland mail is landed at Dover, is it not?—Yes.

2534. What takes place with regard to that mail?—It is forwarded on to London in the same way, unopened.

2535. I presume it would be impossible to sort that?—Quite so; it is the most difficult mail we have to deal with. We have to charge the letters in two ways, each

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each letter by the half ounce and the quarter ounce, which occupies more of the time of the clerks than is occupied by any other mail we have.

2536. The mail comes in iron boxes, does it not?—Yes.

2537. Hermetically sealed?—Hermetically sealed.

2538. What are the mails which arrive at Plymouth now?—There is only the mail from the West Coast of Africa now.

2539. How do you deal with those letters?—The mail is opened at Plymouth as a rule, unless time can be saved by sending the letters round by London.

2540. Is that usually a large mail?—No, not very large.

2541. As a general rule, are all ship letters that arrive at Plymouth opened there?—Generally, unless it is one of those bulky mails from Australia, which no office in England is capable of dealing with, except the London one, owing to its large force.

2542. Mr. *Horsfall.*] The majority of the letters by the African mail are for Liverpool, are they not?—I do not think so, but those letters are invariably sent across. I very seldom see them.

2543. Will you refer, if you please, to the question and answer, No. 1163; have you any observation to make upon that?—In the first place, letters to Plymouth, landed at Plymouth, do not come to London; if the witness is speaking of Australian letters landed there, they may occasionally do so, but it is very seldom; it is quite a misunderstanding.

2544. Is there a very strict watch kept upon the transmission of letters otherwise than through the Post-office by the mails that arrive at Southampton?—Yes; they are frequently seized by the Custom-house authorities, and sent up to us, so that I should imagine the watch is pretty strict.

2545. Is there any penalty attached to bringing letters by any other means than the Post-office?—Yes; there is a penalty, I believe, but what it is I really do not know.

2546. You do not know whether those penalties are enforced?—They are not; I have no recollection of their being enforced; in fact I believe there is some difficulty in enforcing them.

2547. I collect from your examination, that you do not think it possible to have a direct postal communication between Southampton and Liverpool?—All things are possible, but I think it could not be done without a great expenditure of men and money.

2548. Supposing that letters were directed from the West Indies to Liverpool direct, and that they were marked "direct," would there be any possibility of bringing them direct from Southampton to Liverpool?—In that case I should imagine that you would be obliged to get something like 40 different persons to make up separate bags, or probably more than that, for Liverpool; if you did it for Liverpool, you must do it for Bradford, Leeds, Huddersfield, and everywhere else; you cannot give Liverpool an undue advantage over other towns.

2549. Do you think it would be possible to have, at Jamaica for instance, and each West India island, a bag made up, not to be opened in London, but to be transmitted direct to the town in England to which it was addressed?—Yes; but you would run a very great risk if that were done.

2550. In what way?—A great risk of mis-sending the letters.

2551. Is the post-office establishment in the West India islands a small establishment?—Very small; in fact in many places we have nothing more than the agent; in some instances the British consul acts; you would require a bag from each island to every place.

2552. Mr. *Wilson.*] From every post-office in the West Indies you would require a separate bag?—Yes.

2553. *Chairman.*] Are any bags made up by these foreign mails for any other place than London?—No, except as to the mails landed at Liverpool. Bags are made up in America for Liverpool containing Liverpool letters; but I will give you an instance, which, perhaps, will explain the danger which has been spoken of. No mail from America ever arrives but we receive perhaps from two to three thousand letters, by the second arrival, from Liverpool into London, which have been missorted into the Liverpool portion of the mail. That will explain more particularly my apprehensions as regards direct bags being made up at all the islands.

2554. Mr. *Liddell.*] They amount, you say, on the average, to two or three thousand?—Frequently to that.

2555. And those letters have to be re-sorted in London?—Yes; and re-distributed.

2556. Mr. *Horsfall.*] When you speak of an efficient staff being organised at Liverpool, would that staff enable the post-office there to do the work of other foreign mails arriving there to a considerable extent?—I very much question whether, if you put another foreign mail on Liverpool, you would not be obliged to increase the staff there in an equal proportion in order to meet that mail, because you may have that mail arriving at the same time that the other mails arrive, and you must be prepared for that contingency if it should occur.

2557. I thought you spoke of Liverpool having a special efficient staff with reference to the arrival and despatch of foreign mails?—That was with reference to the American mails.

2558. Would not that special staff be in operation in the event of other foreign mails coming to Liverpool without a proportionate increase of expense?—Undoubtedly; but allow me to say, that if you were to put the West India mail on as well, that would arrive frequently at the same moment with the American. Then, to prevent delay, you would want a considerable increase of force to meet the two; you have enough to meet the American, a very efficient force, no doubt.

2559. But you think, do you not, that the sorting of the foreign letters on board ship would be an advantage if the expense could be arranged?—If it could be accomplished, I think it would.

2560. Mr. *Wilson.*] You are not afraid of any risk?—No.

2561. You would, of course, in that case, require to have a different class of officers on board from those you have now?—Yes; instead of the mail agent and his man, a Post-office clerk and a messenger, or two Post-office clerks, as the case might be.

2562. But that would not increase the expense, supposing the Post-office clerk to be substituted for the officer of the Admiralty?—I should imagine not.

2563. Mr. *Liddell.*] Then the expense would not be a great objection to sorting the letters on board the steamers on their passage over?—The expense of the staff would not.

2564. Mr. *Philipps.*] Would the sorting of letters at Southampton involve the necessity of an addition to the post-office there?—An immense addition. I had forgotten that the Admiralty agent has been withdrawn from the American line of steamers, so that there it would be an additional expense, but not worth consideration.

2565. Mr. *Wilson.*] Has not the Admiralty agent been withdrawn from the Mediterranean mail, and almost all the mails now?—I am not aware of it.

2566. Mr. *Herbert.*] Has it ever been suggested to you to have sorting officers on board the Irish packets?—No.

2567. Do you not think it would be a great assistance to the Dublin Post-office to have the letters sorted on board the packets?—No; I may state that I offered to make up the heavy bags with the through letters in London, and we do make up as many as they want; and we should be very happy to assist them further if necessary.

2568. But last year it was stated by Mr. Cornwall that at the Dublin Post-office they required a considerable time between the arrival of the mail in Dublin and the starting of the mails for Belfast, Limerick, Cork, and other Irish towns, would it not very much diminish that time if you could have the letters sorted on board the packets?—I think not; you might save a little time, but not a great deal. I believe we make them up in London for Belfast and its line, also for Limerick, and the principal towns; I know that about two years ago they said it was not necessary that we should make up so many, and some of them were discontinued. A great deal may be done as regards Ireland, by its receiving all its English communications from one port.

2569. What would you suggest should be done?—I think all is done that is necessary; I do not know what the time is from the arrival of the express mail to the departure of the forward mail from Dublin; but I should imagine it is not long.

2570. Do you think everything is done that could be done towards accelerating the mail to Ireland?—I am speaking of the Post-office work only; I am not aware that very much more might be done.

2571. Mr. *MacGregor.*] Do I understand you to say, that lately, when foreign mails arrive in town at four o'clock, they are not despatched at night to Liverpool and Manchester?—Not as a rule.

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2572. Then they leave, I presume, by the morning mail next day?—Yes.

2573. And they arrive at Liverpool and Manchester about five o'clock?—Between four and five.

2574. You have stated that you do not think it advisable to establish a post from Southampton to Liverpool and Manchester, as it would cost too much for the convenience afforded?—I think it would.

2575. Have you considered that subject in connexion with the bringing of the French and other foreign mails from Dover, direct to Liverpool and Manchester?—That would add considerably to the expense.

2576. How?—Because you would then want a staff at Dover as well.

2577. Supposing some mode could be adopted of sorting the letters between Dover and Red Hill, would it not be a great facility to the Liverpool and Manchester people to have their letters sent on direct to them?—As a general rule, now the important French mail arrives at the Post-office in London about ten minutes past eight, or sometimes a quarter past, and the letters are again on their way to Liverpool by a quarter to nine; it is impossible to do it more expeditiously than that.

2578. Supposing those letters were arrested in their progress towards London at Red Hill, and sent on by way of Reading to Liverpool and Manchester, would they not arrive there in time for delivery for practical purposes that day?—From not knowing the railways, I do not see the possibility of it, because you must allow the time for sorting somewhere; you must allow time for the selection of the letters from the French mail for the whole line between Dover and Red Hill, and Red Hill and Liverpool and the North of England, and I very much question whether it would not be necessary to allow considerably more time for that than is occupied now.

2579. It might be partially done on board ship, and partially in a travelling post-office, might it not?—It might be.

2580. Or as you suggested, the letters might be partially sorted on board ship, and the complete sorting might take place at Southampton?—There is very little time on board ship in going from Dover to Calais.

2581. I was alluding more particularly to Southampton; I observe that in your evidence, you admit that on 20 different occasions, I do not know in what month, the complaint that was made by a witness who has been examined was substantiated, that the delivery in London took place at an early hour in the morning, and that on those 20 occasions, it was impossible for the people at Liverpool and Manchester to receive their letters till five in the afternoon?—My answer referred to a twelvemonth; I should say that it occurred 46 times in the course of the year that the mails arrived in London before six in the morning, and as a matter of course the London letters would be delivered between eight and nine, and the Liverpool letters would be sent from London at a quarter to nine. I think the question was whether on so many occasions the letters were not delivered in London in the morning and were not delivered in Liverpool till the evening.

2582. By the day mail?—That occurred 46 times.

2583. My figures make it 56; does it not appear important to you that those letters should on those 46 occasions have been delivered to the merchants in Liverpool, Manchester, Birmingham, Bristol, and so on, in time for the business of the day, rather than at a late hour in the evening?—I should imagine that those mails did not reach Southampton until after midnight, so that I do not see how any time could be saved.

2584. I wish to point out a service suggested in a former part of the evidence given before this Committee. The mail train leaves Dover at 20 minutes past five in the morning; if a corresponding mail left Southampton, and the two were united either at Farnborough or Reading, and proceeded at once to Liverpool and Manchester, putting down and taking up bags by the way, the letters would arrive in those two towns in time for delivery by two o'clock that day; now on each of the 46 occasions to which you have alluded, and on all others on which the letters could be put into the train before 5.20. in the morning, they would be delivered in Liverpool and Manchester during business hours, would they not?—Yes, if you had a force to meet that labour at Southampton, and if a train could get from Southampton to Liverpool by two o'clock, such would be the result.

2585. Having pointed out those things to you, do you still think that the putting on of such a train as has been suggested is unworthy of attention?—As a revenue officer, I should say it certainly is too expensive an affair.

2586. Have you made an estimate of what the expense would be?—It is almost

almost impossible to estimate it; I have shown the Committee, I believe, the amount of work that may be received in any one day, and the time that may be occupied in disposing of it.

2587. The questions which have been put to you assume it to be in contemplation that there shall be a better arrangement of the service, such as sorting letters on board ship and other operations, with a view to diminish the labour to be performed on the arrival of the packet?—As I before stated, you cannot finally sort on board ship; it is out of the question; you may materially assist subsequent operations, but under any circumstances, you must have a very large force at Southampton, if you sort the letters there.

2588. Mr. *Horsfall.*] You would not require a larger staff, would you, to sort the letters on board ship, than in a railway carriage?—I am not speaking of sorting them on board ship; but at Southampton you would require a larger staff.

2589. Mr. *MacGregor.*] Sorting on board ship would very much diminish, would it not, the necessity for a large force at Southampton?—To a certain extent it would.

2590. And if the sorting took place at Southampton, it would diminish your labour in London?—Yes.

2591. Mr. *Egerton.*] Do you not consider that there would be danger in sorting letters on a long voyage like that?—I do not myself apprehend that there would be any danger in it, or I should not have suggested it many years ago; I cannot imagine that there would be any danger; if Post-office clerks wish to be dishonest they have the opportunity to be so now.

2592. Would you have a number of clerks for that particular service?—I should never allow one person to be by himself; in the smallest mail I should have one clerk and a messenger.

2593. Mr. *Wilson.*] In fact, if properly closed in, in his compartment, there would be no more danger on board a vessel than in a railway carriage?—There is not much to steal; but it is the giving information that is to be apprehended.

2594. Mr. *MacGregor.*] Has it ever been suggested to the Director-general of the Post of France, that the letters should be sorted more to hand than they are at present?—No, I am not aware of it; but the French mail is a very small affair.

2595. It is of great importance to the commercial public, however, to receive their letters promptly, is it not?—Undoubtedly.

2596. Do you think there would be any difficulty in arranging with the Director of the French Post to have the London letters and the North of England letters separated, so that the latter might go on direct from Dover without coming up to town?—I am not aware that there would; but I can scarcely answer the question. The probability is, that there would be no particular objection to it; but the Committee will allow me to observe, that there are other mails landed at Dover, far more important as regards size and magnitude than the French mail, the Russian, Belgian, Hamburgh, and Dutch mails.

2597. But those arrive at a different hour, do they not?—Yes.

2598. Then there would be a greater opportunity of sorting those letters to go on by mail as now proposed?—Yes; but you must have a force to meet them at Dover. We can scarcely expect every town on the Continent to separate its letters for England into different portions.

2599. The other mails, except the Paris mails, arrive at a much earlier hour at Dover, do they not?—Yes, as a rule; but they frequently come in at the same time as the second mail.

2600. If sorted at Dover, they would therefore be able to go forward to the provinces with the early mail?—Undoubtedly.

2601. And they would then get an advantage which they do not get now, and they would be delivered at an early instead of at a late hour in the day; so that, in fact, the whole continental correspondence would reach Liverpool and Manchester during business hours daily, instead of at a time when the business of the day is over?—That is presuming you despatch a mail at five in the morning from Dover, and that it would reach Liverpool at two; of course, I do not know; but presuming that to be your idea, it would be so.

2602. I may say, with regard to the railway performance, that there is no doubt about the possibility of doing it?—Then it would be so.

2603. Would it not be a great facility to commerce, taking also into account that the overland mail from India is landed also at Dover?—Then you come to the question of expense again. If the country chooses to go to the expense, of

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course it can be done; but I should not recommend such a thing; letters are not of the importance that they were formerly, since the use of the electric telegraph.

2604. But we have had it from one of the first merchants in Liverpool, that the use of the electric telegraph is not equivalent to the receipt of a letter, and also that, if you do not increase your facilities in the Post-office, the electric telegraph will be still more used than it is; you have not estimated the expense of such a service, have you?—No.

2605. But taking it broadly, you would approve of it as a great public facility?—Yes; it would undoubtedly benefit the North of England if it could be carried out.

2606. Mr. *Horsfall.*] With regard to the risk you speak of, as likely to be incurred by having the letters sorted on board ship, you say the risk is not so much a risk of any loss that may happen, but the risk of giving of information?—Yes.

2607. What sort of information can be given by having the letters sorted without opening them?—I started by saying that I saw no risk myself; I have merely given the opinions of others.

2608. Then you do not yourself participate in the apprehension?—No.

2609. *Chairman.*] The objection has arisen from the parties whose letters are likely to be carried, has it not?—Yes.

2610. Mr. *MacGregor.*] You have given us the contents of several mails; you have given us the East and West India mails, but you have not given the estimate as to the overland mail?—I think I have it; it is about 15,000; that is the mail *viâ* Marseilles.

2611. Mr. *Wilson.*] The overland mail consists of both conjointly?—A portion is sent by Southampton and a portion by Marseilles; the Southampton portion will vary from 25,000 to 40,000 letters, and the Marseilles about 15,000.

2612. Mr. *MacGregor.*] Would it be in your department, or are you in a position to be able to afford the Committee an opportunity of knowing what would be the cost of this service to the Post-office?—No; then, in addition to that, there is the Australian mail arriving every alternate month.

2613. But that is every month becoming more important than it was the preceding month?—Yes; but it would add to the expense at Dover.

2614. Is it not the case that if the expense be incurred in Dover, or in Southampton, it will not require to be duplicated in London?—I do not know; you would save very little indeed in London. I will give the Committee an instance which led to the consolidation of the Foreign Department with the Inland Office: the Foreign Department was admirably worked so long as it had only the small Continental mails to deal with, and gave satisfaction to everybody; but then came the establishment of the overland mail to India; that mail, on one occasion, arrived in London; and I believe it was six hours in the office before the contents could be handed out to the public; the consequence was, that the Foreign Office must be greatly increased to meet that amount of work, or it must be consolidated with the Inland Office; it was consolidated with the Inland Office; and the mail, during the war in India, was frequently in the hands of the public within one hour after its arrival, merely by the amount of force.

2615. Is it not the fact, that your staff at the General Post-office is now worked up almost to the greatest extent that you can obtain from it in the way of labour and service?—I cannot say that, for I have had my force greatly increased of late.

2616. Within what period?—Within the last 12 months.

2617. Have you space for further increase there?—We are sadly off for space, there is no doubt about that.

2618. Mr. *Herbert.*] It is in contemplation to add to the space by building, is it not?—I am not aware of that; we have just added as much as we could to it.

2619. Mr. *MacGregor.*] But is it not obvious that there must be an increase if the progress in the quantity of letters continues?—No doubt.

2620. Then relief given at Dover, or Southampton and Liverpool, would relieve you *pro tanto* in London?—Really it is difficult to make oneself understood upon such a point; you must invariably keep a large force in London to meet the ordinary inland business; but sometimes, on any one night, there will be perhaps 60,000 letters more than there are the next night, and more than you expect; on the arrival of these large mails there are no more hands on duty, but, there being 500 or 600 persons, each gives his five minutes and those mails are met; for instance, the overland Marseilles mail coming into London in the morning, though

though it is very heavy of itself, does not make a quarter of an hour difference in the delivery of the letters in London, nor does it make any difference in the despatch of letters from London, because the labour is divided among several hundred persons.

2621. But the relieving you of that mail would give to Liverpool and to Manchester the advantage, would it not, of getting their letters one day sooner, practically, than they do now?—That is another point; I do not think you could save anything in London, or anything worth speaking of, by diverting those mails from London.

2622. So that if you employed 150 additional hands at Dover and Southampton it would give no practical relief to the London office?—Very little, because, as a rule, you would not have employment for those persons more than once or twice a week, unless you brought those mails in every day, and then, of course, you would require a smaller force; that would not relieve the General Post-office a bit.

2623. The provincial letters would not then pass through the London office to the extent to which they were forwarded by this early mail to Liverpool and Manchester?—I will be bound to say, that the majority of persons employed in the office never know whether the French mail is in or not; being thrown over the hands of so many different persons it makes very little difference, and it is small compared with the number of persons employed.

2624. Mr. *Wilson.*] You have been asked, whether letters arriving at four in the afternoon from Southampton would that day go forward to the North?—Arriving at four they would; it is after four that they would not.

2625. Mr. *MacGregor.*] Is that for the country?—Yes; arriving before two o'clock they are delivered in London, but everything arriving between two and four is sent forward to the country.

2626. Mr. *Wilson.*] And even a quarter past four?—Yes; and if it is the Peninsular mail the probability is that it would go off the same night, if it arrived at five o'clock.

2627. How frequently in the course of the year have these mails arrived in London too late for departure by the evening mail to the North?—Upon eight occasions.

2628. How many times have they arrived early enough for delivery in London, and not early enough for departure for the North?—On no one occasion, because, as a rule, if the letters are delivered in London, they are sent forward to the North.

2629. Mr. *MacGregor.*] When your mail arrives before two o'clock in the afternoon, the merchant in London receives his West India or other letters that day?—Yes.

2630. And the Liverpool merchant's letters are put into the night post, and he receives them the following morning?—Yes.

2631. But on 46 occasions in the course of the year the London merchant got his letters at nine o'clock in the morning, and the Liverpool merchant did not get his letters till five o'clock in the afternoon; is that so?—Yes.

2632. Mr. *Wilson.*] Upon how many occasions in the course of the year, against those 46 occasions, were the letters delivered in the morning at both places?—That can only apply to the mails arriving between two and four o'clock; that has occurred on 29 occasions in the year; that is, the letters have been delivered simultaneously in Liverpool, Manchester, and London.

2633. Mr. *Horsfall.*] So that, in the majority of cases, the London merchants have the advantage of one day?—Yes.

2634. Mr. *Wilson.*] You are quite clear about those numbers?—Yes.

2635. Mr. *MacGregor.*] And the result would be that if the proposed mail were established the London merchant, on 46 occasions, would receive his letters at nine, a.m., and the Liverpool merchant would receive his at two o'clock in the afternoon?—Yes.

2636. Mr. *Wilson.*] It has been suggested, with reference to the proposed new mail which has just been referred to, that if a mail were to start from Dover direct to the North, it could carry all these other mails which have not arrived in London in time to go by the night mail?—Yes.

2637. But would not that depend entirely upon whether the mail arrived at Southampton in time for the departure of that mail?—Undoubtedly.

2638. Suppose the mail had to leave Southampton at five o'clock, how long before

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before that would it be necessary for the packet to arrive in order to have the letters sorted and despatched by the mail at five o'clock?—That would depend entirely upon the force you had.

2639. But take a fair force?—Where two or three mails arrived at the same time, my own impression is, that you would require a very large force indeed to meet it.

2640. With a fair force, what time would be required from the arrival of the boat?—I cannot imagine that you could take less than four hours at Southampton.

2641. That would be one o'clock in the morning?—Yes.

2642. Then all mails arriving after one o'clock in the morning, and until about noon the following day, when they could come by the night mail by way of London, would be excluded from such a mail as has been suggested?—Yes.

2643. It would therefore only include the mails which happened to arrive between the time of departure to arrive in London at four o'clock to go by the night mail, and one in the morning?—Yes.

2644. And all others would be subject to the same chance as they are now of being delayed?—Yes; in fact, to work it from Southampton, it would require two mails; mails twice a day.

2645. Why would you require mails twice a day?—Otherwise a great number of the letters would have to come round by London.

2646. Suppose the London route to be still open for the letters which would reach London in time for the night mail up to four o'clock in the day, then the day mail would be applicable to those which arrived in time for that day mail?—Yes.

2647. What I want to ask you is this, whether all packets arriving after one o'clock in the morning, and up to the time at which they would leave for London by the night mail, would be excluded from the day mail, and would have no advantage from that arrangement?—They would be excluded.

2648. That is, supposing you take four hours after one in the morning to sort the letters at Southampton upon their arrival; of course, packets arriving after one o'clock in the morning would not be in time for that mail, but would have to come by the London mail the following day?—Yes.

2649. Therefore, the proposed plan would apply only to such packets as happened to arrive too late for the night mail, and up to one o'clock in the morning?—Yes; I imagine, not knowing the exact arrivals at Southampton, that a very few mails would fall into the mail despatch from Southampton at five in the morning; because, as a rule, particularly in the winter time, I believe the captains do not like to face the Needles at night.

2650. Can you state the number of times, in the course of a year, when the West India mails arrive at Southampton too late for a day train, which would enable them to be forwarded the same night, and between that time and two o'clock in the morning?—The West Indian mail in the last year arrived at Southampton on 14 occasions, I believe, too late to be sent on by a day train in time for the night despatch from London, and once only between that time and two o'clock in the morning.

2651. That number of packets would represent the number out of the whole that would be forwarded by a mail that could leave at five o'clock in the morning?—Undoubtedly.

2652. And there the other would be subject to the same rules that they are subject to at the present time?—Undoubtedly.

2653. Would there be any possible mode, under those circumstances, of running a mail from Southampton, or despatching the letters from Southampton to reach Liverpool and Manchester, except that of putting a special train on for the purpose, to leave, not at any fixed hour, but at whatever hour the packet happened to arrive?—It could only be so met, and that would throw the correspondence of the country into complete disorder.

2654. The only means then by which the Southampton case would be met would entirely disorganise, and would not suit the uniform mail which Mr. MacGregor has adverted to as suiting the Continent of Europe?—Yes.

2655. With regard to the mails arriving at Dover, you have been asked a question whether the French post-office could not, by a little additional trouble, sort the letters for the North of England separate from London, so that they could be forwarded from Dover; and it has also been requested that the letters coming by the earlier mails arriving from the Continent by the Belgian mail, which

arrives

arrives early in the morning, might be sorted in Dover, so that they might go forward; but could any such arrangement be made with regard to the far more important mails, *viâ* Marseilles, from India, Australia, and China?—Certainly not.

2656. Those mails arrive by the chief French mail?—They arrive from France, but not always by a mail; the instructions are to expedite them as much as possible.

2657. Do they arrive at accidental hours?—Yes.

2658. By no particular mail?—By no particular mail. The great object is to get the letters into London in time for the early morning delivery; that is, for the delivery at nine o'clock, or in time for the afternoon delivery at two o'clock, or in time for the night despatch.

2659. Do they come by Calais?—Yes.

2660. They are mails by themselves, unconnected with the French mail altogether?—Totally.

2661. They are merely passed through the country?—Yes.

2662. Landed at Marseilles, and passed through separately?—Yes, by a separate conveyance.

2663. At whatever time they arrive at Calais they are despatched immediately by any boat that happens to be there?—Yes. The officer in charge, of course, has his instructions, and he acts for the best. If I knew that he could have arrived in time to have saved the morning delivery, and that he did not, I should complain of it to the secretary; the same also with respect to the afternoon delivery, or with the night despatch.

2664. Then, although the arrangement that has been proposed might suit the French mails, and even the German mails, it would be perfectly inconsistent with your arrangements with regard to the Indian, China, Australian, and Egyptian mails, and the whole of the East?—The whole of the East.

2665. Can you inform the Committee at all as to the comparative importance to Liverpool, and generally to the North of England, of the strictly continental mails, and those Eastern mails which come through the Continent, to which I have now adverted?—I cannot give an idea of the comparison; but I should say that they are both important to Liverpool. The correspondence with Liverpool is considerable, both from India and from the Continent.

2666. Mr. *MacGregor.*] When you speak of four hours being necessary at Southampton for sorting the mail letters, do you apply that to the present state of things, or when the proposed sorting has taken place on board ship?—I think it would not be safe to take less than four hours, even if a preparatory sorting took place on board ship; for it is impossible to form an idea of the number of bags that Southampton would have to make up; or otherwise you must detain your train for office duty on the line.

2667. Is it not the fact that the suggested train, taking one o'clock in the afternoon as the time at which your last special train would leave Southampton, would embrace every afternoon from one, p.m. to one, a.m. next morning, or till two, a.m. next morning?—Undoubtedly.

2668. That would give 13 hours for the arrival from Southampton to be facilitated by the morning mail to Manchester and Liverpool?—Yes.

2669. Is there any possible difficulty likely to occur in Bombay in making up special boxes for Manchester, Liverpool, the North of England, and Scotland, if such orders be given?—I cannot say; I should say there would be great risk; but it is not confined to Bombay.

2670. Take Hong Kong?—Singapore, Madras, Ceylon, Alexandria, Malta, and then you get to Australia again; you would give to the colonies an immense amount of post-office work.

2671. But our object being to accomplish a speedy delivery of correspondence, would it not be as much their interest as ours to aid in bringing that about?—It would appear so; but as I said before, you would run great risk, and I very much question whether you would not suffer more by errors than you would gain in time.

2672. Errors which you anticipate in the colonies?—Yes; in the sorting.

2673. Mr. *Wilson.*] How many hours would be saved at Liverpool by the proposed rearrangement, the risk of which you say is so great?—I should say not more than two or three hours.

2674. Mr. *MacGregor.*] In many cases it would save, would it not, from two

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o'clock in the day till nine o'clock next day?—From two o'clock one day till nine in the morning of the next.

2675. Mr. *Wilson.*] In all these answers which you have given, you do not commit yourself to the fact that the arrival at two o'clock could be obtained?—Certainly not.

2676. Mr. *MacGregor.*] Knowing that the mail train leaves Dover at 5.20 and arrives day by day at Red Hill in 1 hour and 51 minutes, a continuation of the same rate of speed on to Liverpool and Manchester, with proper allowance for stoppages, would effect the object, would it not?—If you tell me so, I do not doubt it.

2677. The time from Dover to Red Hill being 1 hour and 51 minutes; from Red Hill to Reading, 1 hour and 20 minutes; from Reading to Birmingham, 2 hours and 18 minutes; from Birmingham to Liverpool, 2 hours and 50 minutes; and those combined, allowing for the delivery of the mail at Liverpool at 1 hour and 39 minutes past one, it would seem to be a practicable thing to get the mail into Liverpool at 39 minutes past 1, would it not?—In that case you would not save more than three hours.

2678. But a saving of three hours in the middle of the day is most important, is it not?—Yes.

2679. We were told by the President of the Chamber of Commerce, from Liverpool, that letters delivered at two o'clock in the day would be practically useful for the business of that day, but that letters arriving at five are not useful; so that, practically, the delivery at two o'clock would be a saving of a day?—Undoubtedly.

2680. Mr. *Wilson.*] Supposing such an arrangement were carried out, in order to save two hours in the town of Liverpool, if you were to extend the same privilege or advantage of two hours to Manchester, Leeds, and all the other important towns in the North of England, where time is of as much consequence as it is in Liverpool, you would require an entirely new and additional ramification of mails to all those places, as well as a direct mail to Liverpool, would you not?—Undoubtedly.

2681. And that would be running into the town, in some cases two hours, in others an hour and a half, according to the distance, before the arrival of the ordinary London day-mail?—Yes.

2682. In Liverpool you would require a large additional staff for the purpose of receiving these mails, which, on ordinary days, might be comparatively light, and on other days, if they happened to bring a Southampton mail or an Australian mail, very heavy; you would have, therefore, to have a large additional staff at Liverpool to get them out before the day mail from Liverpool arrived; and in every other town in the whole district whose convenience is supposed to be consulted by these two hours, you would require a similar additional staff both for sorting and for delivery?—As regards Liverpool, I am scarcely able to speak upon the point, not knowing the hours of delivery there.

2683. If it arrives two hours before the ordinary day mail, when there must be a staff ready to receive that, both of deliveries and sorters, then this mail coming in two hours before, you would require an additional staff to receive it in order that you may have a staff at liberty for the other mail when it arrives?—Undoubtedly you would require a staff there to meet that mail, but whether it could fall into the delivery before the delivery of the day mail or not, I am not prepared to say.

2684. And in all the other towns which might be contingent?—Yes.

2685. So that you would require separate branch communications to all the different towns in the North of England to which this additional advantage would be extended, as well as an additional staff to receive and distribute those letters?—Undoubtedly, in all cases in which they did not fall into the ordinary mails.

2686. And it would be a mere matter of accident whether, after all, if this arrangement were made, the Southampton letters which do not arrive in time now, would then arrive in time to meet that additional facility?—Undoubtedly.

2687. Mr. *MacGregor.*] You understood my question with regard to Liverpool as referring also to Manchester, did you not?—Yes.

2688. In a very short time your letters will be delivered at Marseilles, and will be 48 hours travelling by railways from Marseilles to Calais?—Yes.

2689. Could not some examination of those boxes to which I have adverted, as being likely to be specially directed to the North of England, take place in those

those 48 hours, if the English Post-office were allowed to have their own clerks in a French travelling Post-office?—Yes; the letters might be prepared to a certain extent, there is no doubt.

2690. Instructions being first given to the parties in India to separate them there, and then there being a revision of the sorting on their journey from Marseilles to Dover?—Yes.

2691. It would be in the power of the Post-office to give us an estimate of the cost of this service, would it not?—I should say not.

2692. I mean the service proposed from Dover to Southampton?—I think it would be quite out of their power; they must first communicate with the French Government; I should say that the Post-office would not be in a position to give it.

2693. *Chairman.*] There was a question which Mr. Hill could not answer the other day about the parcels, and he referred us to you for an answer; can you state to the Committee the proportion which the parcels bear to the general correspondence passing through the Post-office?—Do you mean parcels passing under the letter postage.

2694. Yes, as distinguished from the books?—The number of parcels that passed through the post on Monday night last, or which were sent from London by mails, was 6,342 parcels; that is, parcels paying letter postage.

2695. As distinguished from books?—Yes; I believe the Committee has already had a return of the book parcels.

2696. Mr. *Philipps.*] Do you know how many stamps there were upon those?—Bearing a penny stamp, there were 1,039; those consisted principally of pill boxes; bearing two stamps, or a twopenny stamp, there were 1,974; bearing four penny stamps, 1629; bearing six penny stamps 866; eight penny, 302; ten penny, 166; twelve penny, 128; fourteen penny, 68; sixteen penny, 42; eighteen penny, 27; above eighteen penny stamps, 101.

2697. *Chairman.*] What is the total?—Making a total of 6,342.

2698. What is the total of stamps upon letters?—In number 26,845, and in money 111 *l.* 17 *s.* 1 *d.*

2699. Mr. *Egerton.*] Can you say what those larger parcels were; were they principally deeds, or what?—I cannot tell; deeds would pass as books; they would not be deeds.

2700. *Chairman.*] Are you of opinion with Mr. Hill, that the number of parcels which leave the General Post-office in an evening, is greater than the number which comes into London, or which leaves by the day mail?—It bears no comparison.

2701. Is it also greater than what passes through the rural post generally?—I should say so, certainly.

2702. What proportion do you think the parcels bear to the letters?—I have not taken that, but a very small proportion indeed; on that night there were 6,349 parcels despatched from London, and, speaking roughly, there were about 250,000 letters.

2703. Mr. *MacGregor.*] What rule do you adopt in dividing letters from parcels; is it arbitrary?—No; the men termed facers throw everything out among the parcels that are found difficult to sort with the letters.

2704. That is packets which are not in the same shape as letters?—Yes; for instance, a packet with a penny stamp, containing a pill box, would be thrown out; that is done for the convenience of the department generally.

2705. They are more troublesome than the letters?—There is no doubt about that.

2706. How is it that you limit the weight of unpaid letters and parcels to four ounces; is there any special reason for that?—I cannot answer the question.

2707. It is the fact, is it not, that all unpaid letters and parcels inland are refused if their weight exceeds four ounces?—Yes; as a practical man I should say that that is done to prevent annoyance; under the old system there used to be a great deal of annoyance; filthy things were sometimes sent in unpaid letters.

2708. What became of them?—They were sent to the dead-letter office; I should imagine it was for that purpose that the limit was made, though that is merely my supposition.

2709. Have you suggested any means of relieving the Post-office with regard to the hours at which newspapers should be received?—Yes; I did suggest some

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years ago that we should charge a higher fee after seven o'clock; that we should receive the newspapers posted between six and seven for a halfpenny, and after that charge 1 *d.*, but it was rather a dangerous thing to recommend, perhaps.

2710. I understand that your receiving them up to six o'clock occasions the greatest pressure that you have at the Post-office?—Undoubtedly.

2711. And that it interferes, on many occasions, with your despatching the mails punctually to the different stations?—Undoubtedly; for instance, within the last month I suggested a plan of collecting large bundles of newspapers, taking them direct to the North Western station, and sorting them there; the three last Friday nights that plan has been carried out, but it does not work satisfactorily.

2712. Taking everything carried by the Post-office, and allowing 79 per cent. to be represented by newspapers, 79 per cent. of those bags which you sent the other night to the Euston-square station consisted of newspapers?—Undoubtedly, newspapers are the great weight carried by the Post-office.

2713. If it be essential that the mails should be despatched from the different termini punctually at the times fixed, is it not important that something should be arranged with regard to relief in this particular?—Of course I must have my own private opinion on the subject, but I would say that that is rather a point for my superiors.

2714. But we have the advantage of your presence, and should be glad to have your opinion, as a practical man?—I should be very glad to see newspapers removed from the Post-office altogether.

2715. Mr. *Philipps.*] What difference in the necessary staff would it make, supposing no newspapers passed through the Post-office?—It would make an immense difference; it is scarcely possible to say how much; for instance, the newspapers formed the sole objection to the consolidation of the London district with the General Post-office.

2716. Mr. *Fortescue.*] And the number of newspapers sent by post is increasing every day, I suppose?—Every day; for instance, we require all the men engaged in the first general post delivery to work the newspaper duty at night.

2717. Mr. *Philipps.*] Would less than half the present staff be required, do you suppose?—I would not say that.

2718. Mr. *Fortescue.*] Is the present staff 600 men in your department?—I think between 900 and 1,000 altogether.

Edward Page, Esq., again called in; and further Examined.

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2719. *Chairman.*] IT has been stated by a witness before this Committee that the Express Mail to Edinburgh, which leaves London, I think, at five o'clock in the evening, has been found to be next to useless for the convenience of the inhabitants of Edinburgh; have you any remark to make upon that statement?—I remember that statement being made by one of the witnesses; that mail, however, does not now run. I think the statement made was, that while it did run, it was useless; and I should wish to state, in answer to that, that the express mail in question afforded an early morning arrival in Edinburgh and Glasgow of letters not only from London, but from Liverpool and Manchester. It arrived in Edinburgh about half-past seven in the morning, nearly five hours before the delivery of the ordinary night mail; consequently, those parties who posted their letters in London in time for the express mail, or those who posted them in Liverpool and Manchester up to a tolerably late hour at night, had the advantage of a delivery in Edinburgh and Glasgow the first thing in the morning instead of the middle of the day. To show the extent to which advantage was taken of that, I have a return which shows that the total number of letters received at Edinburgh and Glasgow by that mail, amounted in one day to 3,270, of which about 2,000 were for Glasgow, and about 1,000 for Edinburgh, and I am informed by the secretary of the post-office in Edinburgh, that at least one-fifth of those letters were called for at Edinburgh by parties having private boxes; the remainder, which fell into the ordinary delivery at 11 o'clock, still anticipated the delivery of the night mail by nearly two hours; so that as regarded the whole of the letters conveyed by the mail, there was an important gain. Of course, the importance of that mail has been reduced by the subsequent acceleration of the night mail; and the still further acceleration which is contemplated, will, in all probability, do away with the necessity for an express mail at all.

2720. The

2720. The reason of giving up that mail, I believe, was, that the northern portion of it did not pay?—The company abandoned the train for their own purposes; the Post-office only consented to use the train so long as the company ran it for their own purposes.

2721. And if it had been continued as an express mail, you would have had to pay for it as a special mail?—Yes; in fact many applications were made for it after it was withdrawn, and the Post-office did apply to the company, to see if reasonable terms could be made for obtaining it; but the terms were, I believe, about 5,000 *l.* a year, a sum far greater than the Postmaster-general was prepared to expend.

2722. Mr. *Fortescue.*] How much a mile would that be?—About eighteen pence a mile.

2723. *Chairman.*] Will you turn to Question 412, where you will find a statement by Mr. Cowan, with regard to the Pennycuick post: have you any remarks to make upon that?—I am sorry the Honourable Member for Edinburgh should not be present, as it is necessary in some measure to contradict the statement which he then made. At the time that the change took place of which Mr. Cowan complains, the surveyor of the district made every possible inquiry, to endeavour to ascertain the general wishes of the inhabitants of Pennycuick, with regard to the fitting of their post; at that time Pennycuick had two posts a day, and the only alteration made was to change the hours of those posts; in doing so, we arranged them so as to give the full benefit of the acceleration which had been obtained from the south to the village of Pennycuick. But unfortunately by that acceleration of letters we injured, to some extent, the newspapers, and the newspaper proprietors of Edinburgh were anxious for a despatch at five in the morning, whereas, for the letters, the despatch would have taken place at eleven the previous night. Finding that complaints were made on the subject, the Postmaster general instructed the surveyor again to ascertain the wishes of the inhabitants; and after making every endeavour to see Mr. Cowan, who, from the multiplicity of his engagements, is rather a difficult gentleman to find, the surveyor, by dint of personal inquiries, arranged the post in such a way as he was informed would best meet the general wish. By that change we did away with the complaint of the newspaper proprietors, but we unfortunately displeased Mr. Cowan, who, not caring so much for his Edinburgh newspaper as for his London correspondence, was more anxious for a direct communication with the south. In consequence of this, the surveyor was again sent, and I am assured that on three occasions he called at Mr. Cowan's residence, to see him, and on one occasion he had a distinct appointment, though he did not see him; but having, by correspondence with him, ascertained what his wishes were, the Postmaster-general was induced to sanction a third despatch from Pennycuick, by means of a stage coach; that commenced in the latter part of November. I believe the only grievance Mr. Cowan now sustains is the want of a morning despatch of letters to Edinburgh; but as Pennycuick has already three despatches a day, and it is a village whose correspondence amounts to only about 2,000 letters a week, the Postmaster-general has not felt himself justified in incurring the expense of a fourth despatch, though he is perfectly ready to arrange the hours of the existing posts in such a way as to suit general convenience. I am told that, in reality, Pennycuick is Mr. Cowan, and Mr. Cowan is Pennycuick; there is scarcely any other trade carried on there except that of which Mr. Cowan is the proprietor.

2724. Mr. *Egerton.*] How far is this from Edinburgh?—I believe the distance to be about 10 miles.

2725. Now turn to Question 186, and the following questions, with respect to the delivery of letters between Newcastle and the towns of Cambridge, Yarmouth, Glasgow, Aberdeen, Manchester, Liverpool, and Dublin?—There has been a good deal of misapprehension with regard to the proper circulation of letters from Newcastle to some of the places named in Mr. Allhusen's evidence; and if the Committee think proper I can state to them the correct circulation of a letter in each case from Newcastle.

2726. Take Cambridge, Ipswich, and Yarmouth, in the first instance?—The letters from Newcastle for those three towns circulate through London by night and day mails; that is, a letter leaving Newcastle by the night mail reaches any one of those three towns by the day mail the following day; and on the other hand,

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hand, a letter leaving Newcastle by the day mail, reaches any one of those three towns by the night mail.

2727. At the same time, the statement made to the Committee is, that if you write a letter from Newcastle to Yarmouth you do not get an answer to it till the third day?—That is quite correct.

2728. Might not that inconvenience be obviated by a communication between Yarmouth and the Great Northern Railway Company?—Even assuming that the night mails were placed on the Great Northern Railway, it does not follow that the communication with the Eastern Counties would be improved, unless additional mail trains were used in connexion with the mail train on the Great Northern line. I think the mistake into which Mr. Allhusen has fallen, is that he takes it for granted that the train on the Great Northen line would form a connexion with the mail train on the Eastern Counties line; according to the present hour of the mail train from Yarmouth and Norwich to Ely and Peterborough, the train from London by the Great Northern would have passed Peterborough nearly two hours before the Eastern Counties letters arrived.

2729. But might not a train be so adjusted as to bring the letters from Yarmouth, and that district, on to the Great Northern in time for the mail to the North?—A train might be established, but of course that would be attended with expense; and a similar train might be established in connexion with the present mail to the North, if expense did not stand in the way; so that placing mails on the Great Northern line does not, to any great extent, afford improved communication with the North any more than the mail by the existing line does.

2730. Mr. *Fortescue.*] In that case you would have a great deal longer distance to take the mail from those towns on the Eastern Counties to join the existing mail, would you not?—Yes; but I believe I am correct in stating that if the nearest ordinary train is to be employed for the purpose, the same train would be used in either case. There is an ordinary train leaving Yarmouth about three or four o'clock in the afternoon, which would be the train selected if the mails were on the Great Northern line, and which might be selected now that the other line is used.

2731. *Chairman.*] The complaint made at Newcastle is, that letters from Yarmouth are now obliged to go round by London, and that there being a train from Yarmouth to join the present mail to the north, that has not been taken advantage of?—Expense has been the only objection; a proposition to that effect was considered by the Postmaster-general about 12 months ago, but on applying to the companies he found that what was demanded by them was a far higher sum than he felt justified in expending.

2732. At what time must you post a letter at Yarmouth for London, now?—The mail leaves Yarmouth for London at 40 minutes after eight in the evening.

2733. At what time does the cross train, which you mentioned just now, leave?—It leaves Yarmouth, I believe, between three and four in the afternoon.

2734. By that train a person at Yarmouth could get a letter in Newcastle the next morning, could he not?—Undoubtedly.

2735. But by the present mode it will not reach him till the evening after?—The evening after.

2736. At what hour would it be delivered at Newcastle?—The letter would arrive at Newcastle at five minutes to five in the evening, and would be delivered about six o'clock.

2737. But inasmuch as the houses of business at Newcastle, as everywhere else, are closed at that time, it would not be available to a person at Newcastle till the following morning?—I believe that persons at Newcastle attach considerable importance to the arrival of the mail, and I think it probable that merchants arrange their business with reference to its arrival.

2738. What were the terms offered by that cross train to the Postmaster-general?—I am not able to state from recollection; but I may mention that the proposition was to use a train in both directions: that is to say, for letters going to the North from the Eastern Counties, and for letters coming from the North for the Eastern Counties. The proposition was put to the company to afford the use of both trains, in the one case an ordinary train, and in the other it would have required the establishment of a train; and I believe that the expense would have amounted to between two and three thousand pounds a year.

2739. And the amount of the correspondence was not considered sufficient to justify that?—Not sufficient to justify so large an expense.

2740. Would

2740. Would that have comprehended Ipswich?—No; Ipswich would not have been included in that arrangement; it is not on the line.

2741. Mr. *Fortescue.*] But could not the towns in Norfolk and Suffolk be included in the arrangement by means of the railway opened from Bury to Newmarket and Cambridge?—There would have been no difficulty in establishing a special communication, in order to include Ipswich in that arrangement, but that would of course added to the expense; according to the plan submitted to the company, Ipswich was not included.

2742. *Chairman.*] Will you now take the towns of Glasgow and Aberdeen, if you please?—There are four opportunities in the course of the day of transmitting letters from Newcastle to Glasgow. A letter leaving Newcastle at half-past seven in the morning, *viâ* Edinburgh, would reach Glasgow at 40 minutes after two the same afternoon. A letter leaving Newcastle at one in the day, *viâ* Carlisle, would reach Glasgow at 10.30 the same night. A letter leaving Newcastle at five in the evening, *viâ* Edinburgh, would reach Glasgow at 45 minutes after nine the following morning; and a letter leaving Newcastle at six in the evening, *viâ* Manchester, would reach Glasgow at eight minutes after 11 the following morning.

2743. By what means would a person at Newcastle receive his answer?—There would be two arrivals of letters. In the case of a letter leaving Glasgow at seven in the morning, it would arrive at Newcastle at half-past five the same afternoon, through Edinburgh; and in the case of a letter leaving Glasgow at 40 minutes after three in the afternoon, it would arrive at Newcastle the same evening at eleven o'clock, the delivery taking place the following morning.

2744. Now take Manchester, Liverpool, and Dublin; I presume those are all three in the same class?—They are very nearly so. A letter from Newcastle for Liverpool by the London mail at six in the evening, is transmitted *viâ* Manchester, and is delivered at Liverpool the first thing the following morning; a letter leaving Newcastle later in the evening, say at 11 at night, by the up day mail, is transmitted through Sheffield, and reaches Liverpool at 20 minutes after 10 the following morning. I have not made any calculation of the return mails, but there are two mails on the return also; I have not the hours of them.

2745. In Question No. 406, complaint has been made of the transmission of letters between Lincoln, Boston, and Newcastle?—I am anxious to allude to that, because it is evident from the statement made by Mr. Hodgson Hinde, that he posted his letter too late for the mail; and from that he argues that the communication is not so rapid as it might be. I have procured a statement from the surveyor of the district, which shows that if a letter is posted at Lincoln in time for the direct train to Boston, at a quarter past five in the afternoon, it reaches Boston at 22 minutes after six the same evening. It is true that there is no delivery of letters throughout Lincoln after that hour, the number of letters brought in that bag being very few; but under any circumstances the letter which Mr. Hodgson Hinde speaks of, if posted in time, would have been delivered the first thing the following morning at Boston; but being posted too late, the letter was necessarily sent through London, and arrived at Boston by the down day mail the following day.

2746. It has been stated to the Committee that letters from Berwick to Edinburgh are conveyed by mail cart, instead of by railway for one of the mails?—That is true.

2747. What is the cause of that?—The remark applies only to the down day mail from London, and the reason is this: that had the train been used throughout from Berwick to Edinburgh, the arrival at Edinburgh would have been at half-past eight in the evening, too late for delivery the same evening; the consequence was that the Postmaster-general was to a great extent independent of the railway company. Finding that, he endeavoured to make a reasonable arrangement with them to undertake the conveyance of the mail by that train; and being aware that under an arbitration he would probably have to pay a high price, he offered them such payment as would have been necessary to convey the bags by mail cart; and on calculating it, it appeared that that sum would be 350 *l.* a year, which would have amounted to fourpence-halfpenny a mile for the use of a train then running. The company, however, declined those terms, and the Postmaster-general consequently established the cart; but it will be seen that the delivery of letters in Edinburgh is not affected by it; and so far as the convenience of the public is concerned, they would not be aware that the railway was not used, unless they had ascertained it from some other cause.

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2748. Now turn to Question No. 614, if you please. What is the course of post between Macclesfield and Manchester?—A letter despatched from Macclesfield at two in the morning arrives at Manchester at four in the morning, and is delivered by the first delivery; a letter leaving Macclesfield at 15 minutes after 10 in the morning, arrives at Manchester at noon; a letter leaving Macclesfield at 25 minutes after three in the afternoon arrives at Manchester at 15 minutes after four in the afternoon, so that there are three posts a day between Macclesfield and Manchester; the return posts are at somewhat similar hours. The reason why the Postmaster-general has been enabled to afford so good a communication between Macclesfield and Manchester is, that there is a direct railway between Macclesfield and Manchester, and under the general contract with that company the communication is afforded without expense.

2749. Mr. *Egerton.*] How long has that been the case?—I believe those posts have been in existence for upwards of two years, but I speak from memory. The communication with Congleton was, I believe, also alluded to. I have ascertained that a letter leaving Macclesfield at half-past 10 reaches Congleton at about 11 o'clock, the distance being very short, and that a reply posted at Congleton before three in the afternoon reaches Macclesfield at 25 minutes after three the same afternoon. There is no delivery at Congleton during the interval between eleven and three; the letters brought in the bag are very few, but an opportunity is given to any parties who apply at the office to obtain them without extra charge.

2750. *Chairman.*] It is known that the Macclesfield mail comes in at that hour?—I imagine so.

2751. Mr. *Egerton.*] How long has this been the case?—Ever since the North Staffordshire Railway was first used.

2752. That is, in fact, since all these complaints were first made to the Post-office?—No; that communication was given as soon as the North Staffordshire railway was used at all; it has been in existence from the time the Post-office first used that railway.

2753. The North Staffordshire Railway has only been used since March, I believe?—Since January; the day mail communication was opened, I think, on the 24th of January.

2754. *Chairman.*] Turn, if you please, to Question No. 812, relating to Tadcaster; a complaint has been made of some changes with regard to the Tadcaster post?—The change complained of was rendered necessary by the general acceleration of the mails to the North; one of the principal means by which that acceleration was obtained was by diminishing the number of intermediate stops, and the Bolton Percy station, from which Tadcaster was served, being one of the less important stations, was selected as one of those at which the stop should be abandoned. But in making a fresh arrangement for the letters to Tadcaster, a mail cart was established from York, and it was timed so as to arrive at Tadcaster precisely at the hour at which the post formerly arrived, and to leave a quarter of an hour later; and the inconvenience of which Tadcaster now complains has not, therefore, been caused by the change in the mode of transit, but entirely by the irregularity of the trains; if the trains worked regularly the post would reach Tadcaster as early as it did before, and it does leave a quarter of an hour later.

2755. Do you propose to afford any accommodation at the station at Tadcaster?—The Postmaster-general has promised that as soon as the apparatus for exchanging bags can be fitted at that station, and appropriated to a greater weight than it can now exchange at Tadcaster, that town shall be served, as it was formerly, from the Bolton Percy station.

2756. Mr. *Fortescue.*] Do you think there is any probability of your being able so to adjust the apparatus at that station as to drop and take up bags of the weight they are?—There is no doubt whatever, from the inquiries which have been made, that we shall be able to employ the apparatus at that station, and to admit of its being used, by diverting a portion of the weight, and carrying it by other means; inquiries have been made, the result of which has been to show that that is quite practicable.

2757. *Chairman.*] Complaints have come from Liverpool that the night post to Glasgow has been withdrawn; is not that so?—I have already alluded to that, in connexion with the five o'clock express mail; and I have only further to remark, that the next acceleration of the night mail to the North, referred to in Mr. Hill's statement to the Committee, will afford an arrival in Edinburgh and Glasgow as early as half past eight or nine in the morning, and under that alteration the neces-

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sity for a separate night post from Liverpool and Manchester to Glasgow will be almost entirely obviated; that will form then the night mail from Liverpool and Manchester.

2758. Mr. *Horsfall.*] At what time will it be necessary to post letters for the mail to Liverpool and Manchester?—They will be posted up to nearly midnight, I should say.

2759. *Chairman.*] It has also been stated, that a mail cart is used now between Liverpool and Warrington instead of the railway?—There is a cart for conveying a portion of the Liverpool letters, those going by the down night mail train; it was established in consequence of there being no train running at that hour which would have afforded so great a convenience as a cart. The cart affords a despatch at about midnight, which is particularly useful to the newspaper proprietors, who would object to a curtailment of even half an hour in posting their papers; but it has been ascertained that there is a train running at somewhat irregular hours, perhaps starting about 11 o'clock, but sometimes it goes at twelve. I believe it is called the "drunken train," from the fact of its starting at such irregular hours, and of its conveying passengers who have been dining at Liverpool; sometimes it will start at one hour and sometimes at another. Finding that the train was so irregular, the Postmaster-general has endeavoured to arrange with the company to make it permanently start at a later hour; and should he succeed the service now performed by the mail cart will cease, and the letters will go by the train.

2760. Now look, if you please, at Question No. 1011; it has been stated by Mr. Banning, the Postmaster of Liverpool, that there are five different despatches by which letters between Derby and Liverpool are sent; what are the routes by which those despatches go?—Some of the mails travel *viâ* Manchester and Normanton, others go by the direct line from Manchester to Sheffield, and others go round by Tamworth. I am correct, I believe, in stating that the principal grievance with regard to the communication from Liverpool to Derby, applies to the night post, and it results from letters posted before seven o'clock in the evening being sent to Derby round by Normanton, and reaching there at five o'clock the following morning, too late for the posts out of Derby, whereas letters posted at Liverpool half an hour later are sent round by Tamworth, and reach Derby at two o'clock in the morning, the earlier route being more regular though longer, and it was adopted on account of its greater security; now that the trains on the London and North-Western lines are working with such great regularity, compared with what they formerly did, there is no reason whatever, so far as the Post-office is concerned, why the former route of sending the whole of the night letters from Liverpool to Derby round by Tamworth should not be reverted to; in that case the grievance will cease, because the whole of the letters will arrive at Derby in time for the posts going out of that town.

2761. Mr. *Horsfall.*] Are you or are you not aware that the complaint which has been made is not with reference to the Derby letters, but with regard to letters for the district around?—I am aware that that is the complaint.

2762. You are aware perhaps also that the experiment has been tried by posting letters by each of the mails to which you have alluded, and that not one of those letters has been delivered in the district around the next morning?—That arose, I should say, from the irregularity of the mail trains; at the time that experiment was tried there was great irregularity, perhaps.

2763. Are you aware that letters posted by any of those mails are not delivered until the third morning in the district round?—I am sure that, according to the regular course of post, if the trains keep their time, a letter leaving Liverpool by the night mail can and ought to be delivered at any of the places round Derby the following morning.

2764. Take the village of Brailsford. Letters from Liverpool for Brailsford are not delivered there till the third morning, or when they are it is the exception, is it not, and not the rule?—That arises from the letters having been sent round by Normanton to secure the greater regularity of that route. I do not think there can be any doubt that, according to the regular course of post, if the trains keep their time, a letter arriving from Liverpool on Monday night can be delivered anywhere round Derby on the following morning; and I believe that if the Tamworth route is once more reverted to the grievance complained of will not exist.

2765. Mr. Banning, in his evidence, at Question No. 1017, puts in a letter, dated Derby, 31st March, 1854, from Mr. Bainbrigge, in which it is said, "Letters from Liverpool now invariably arrive at my office after the departure of the

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Ashbourn mail cart, coming by the way of Manchester and Sheffield; so all those letters remain in my office twenty-four hours for Ashbourn, Worksworth, and the intermediate neighbourhood." What do you say to that?—I can only repeat, that if it occurred it was owing to the irregularity of the trains, and not owing to any mis-sorting in the Post-office.

2766. *Chairman.*] Will you now be good enough to turn to the Appendix No. 6, where you will find that several suggestions are made for alterations of the postal arrangements at Bristol?—Each of the suggestions alluded to in that Appendix have been considered by the Postmaster-general, and in some cases a remedy has been applied; in others a remedy is in progress of being applied; and in others inquiries are still being made whether a remedy can be provided. In order to save the time of the Committee, I have put down point by point an answer to each of the suggestions numbered one down to eleven, and if the Committee see no objection, I will put that in.

[*The Witness handed in the following Paper.*]

1. Carried out on the first of March last.

2. A notice has been served upon the Great Western Railway Company for this alteration to commence on the 1st of July.

3. A notice has also been served for the despatch of the up day mail train at 10 a.m. instead of at the present hour. If the despatch were made as late as 10.50 a.m., the arrival in London would be too late for the 4 p.m. delivery; and letters for places beyond the six miles circle would not be delivered until the following morning.

4. A measure which has this object in view is now in progress.

5. These bags have been received at Bristol *viâ* Gloucester, since the 1st March last, by the train arriving at 6.40 p.m.; the mail train from Swansea does not reach Gloucester until 5.5 p.m. The bags for Bristol are forwarded by a train at 5.10 p.m., but it would be impossible for them to reach the Bristol post-office by 6 p.m.

6. The inconvenience here spoken of lasted only for a few weeks, owing to the circumstance not being communicated to the surveyor; immediately it was made known steps were adopted for removing it.

7. Mr. Bokenham has been examined upon this suggestion.

8. This is the case as regards the Midland Railway, and with regard to the other railways out of Bristol inquiry was lately made upon the subject, and neither the superintendent of mails nor the surveyor were aware of any instances of delay such as is stated.

9. These changes are ascribed to the low scale of salaries. The organization of the Bristol office will be considered in connexion with the general revision of all large country post-offices.

10. There is no officer specially appointed as president at Birmingham. At Liverpool certain of the senior clerks act in that capacity, as from the immense extent of business the postmaster could not personally superintend each branch. As regards the management at Bristol, the surveyor of that district, in answer to special inquiry, reported most favourably of it, and stated that he doubted whether any large office was more closely and vigilantly superintended than the Bristol office by the postmaster and his chief clerk.

11. On the 1st February additional money-order offices were opened at Stokescroft and Cathay, Bristol. On the 15th September last the surveyor was directed to cause a notice to be placed in the lobby of the Bristol office, requesting those who have the opportunities to apply for orders during the earlier period of the day, in order to avoid the chance of detention, on account of the throng which accumulates at the issuing window, arising from the too frequent practice of deferring applications till a late period of the day. The postmaster of Bristol was also directed to use every means in his power to expedite the despatch of business at seasons of pressure.

2767. With regard to the arrival of the mail from Tamworth, do you agree with the statement that was made to the Committee, that the mail from Tamworth does not arrive on an average twice a week at Bristol?—I feel great confidence in the correctness of our statement; I feel perfectly satisfied that the witness was speaking of something that occurred last winter, and not with respect to anything that has occurred since. If I have read the evidence correctly, he stated that up to a recent period it occurred twice a week.

2768. Was it a frequent occurrence formerly?—I think it may have occurred as often as twice a week at a time when the trains were most irregular.

2769. But now arrangements have been made to obviate that?—The more correct working of the trains obviates it as a matter of course.

2770. And

2770. And since the month of November, Mr. Hill states there have only been two instances in which the mail has not arrived?—Not since the month of November; I think the date was since the end of January. The Committee put a question to me on a former occasion, as to the number of miles over which mails were conveyed by railway, as compared with the number by other means; and I have had a statement prepared, which is an estimate only, but I believe it is tolerably correct. In the year 1849, during which an account was kept, the number of single miles travelled by railway, was 4,024,014; the number of miles travelled by mail carts, amounted to 5,352,000 (I should say that in mail carts we also include stage-coaches and omnibuses); the number of miles travelled by mail coaches under a regular contract, was 1,374,000; and the number of miles over which mails were conveyed on horseback, amounted to 352,000.

2771. Are those proportions materially altered since 1849 do you suppose?—I should imagine that a larger proportion is conveyed by railway; that there are a fewer number of miles travelled by coaches and carts, and more by railway.

[*The following Papers were put in:*]

ESTIMATED Number of Miles Travelled by Mail-coaches, Mail-carts, and Horse Posts in England and Wales, in the Year 1850, Estimated from a Return for the Week ending the 17th April of that year.

	No. of Miles.
Mail Coaches - - - - - - - - - - -	1,374,626
Mail Carts - - - - - - - - - - - -	5,352,665
Horse Posts - - - - - - - - - - -	352,108

ESTIMATED Number of Single Miles Travelled by Railway in England and Wales, in the Conveyance of Mails, during the Year 1849 - - 4,024,014

2772. Mr. *Philipps.*] There are more miles travelled now by railway?—Yes, I should say so.

2773. Have you increased your number of inspectors lately?—The number of surveyors has remained the same for the last 15 or 20 years, I believe; but more assistants have been given.

2774. Do you think there are a sufficient number?—My own opinion is in favour of having a small number of surveyors; I believe that if you have small districts you cannot get officers to take comprehensive views of large questions; if their districts are confined, I think their views get confined also, and they get prejudiced by local influences.

2775. *Chairman.*] Do you find at the Post-office, any great complaint on the part of the public, as to any delay that takes place in getting reports from surveyors?—I have known complaints of that kind made more than once; but if the Committee were aware of the number of officers that a single complaint has sometimes to be referred to, before a satisfactory reply can be obtained, they would not be astonished at it, and if you increased the number of surveyors, you would necessarily increase the delay of obtaining replies.

2776. Mr. *Philipps.*] If a general knowledge of details is necessary for a surveyor, how can he get it if his district is large?—A surveyor is constantly travelling about; the principal part of his income is derived from travelling about; if he stops at home he derives very little income, so that he has an inducement to travel.

2777. He has no stated time of arrival at any place?—No; but it is constantly the practice for the surveyor to meet bodies of gentlemen or individuals, if a request be made to that effect.

2778. Mr. *Egerton.*] What are the means of communicating with the surveyor?—He has a permanent home, and the name of the surveyor and his residence can always be ascertained at any post-office.

2779. At any country post-office?—At any country post-office.

2780. Mr. *MacGregor.*] Mr. Hill gave us the charge made to the Post-office as at the rate of ten-pence a mile?—What he said was, I believe, that the average payment for all railway services amounted to about that.

2781. That makes an average of railway service performed for the Post-office, of between eight and nine millions of miles in a year?—I cannot account for that apparent discrepancy; the account I have handed in was taken for the year 1849–50; Mr. Hill may have been speaking of a much later period.

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2782. We were to have had furnished to us by Mr. Bokenham a list of the articles which the Post-office have prohibited to be carried?—I think that has been already given in one of the Appendices.

2783. Mr. *Blackett.*] Will you turn to Question No. 189: it is stated there, in reply to a question as to the time taken for the conveyance of letters from Newcastle, that "a letter posted at Newcastle, for Ipswich, at 5 p. m., on the 30th of January, was received at Ipswich at 7 ½ a. m., on the 1st of February; the reply was posted at 10 p. m., on the first of February, and was received at Newcastle at 35 minutes past six on the 2d of February; a course of post equal to four days; a day being allowed for reply." Is that the ordinary state of things? —No, decidedly not; it is evident, from Mr. Allhusen's statement, that he posted his letter at Newcastle just too late for the night mail.

2784. What time does the night mail leave?—It leaves the station at six o'clock; a little before six. The probability is that the box closes about a quarter before five, and had this gentleman posted his letter in time for the regular mail, the letter would have been delivered at Ipswich by the day mail the following day, on the 31st of January; that mail leaves London about 11 o'clock for Ipswich, and reaches Ipswich about half-past one or two; so that, practically, in receiving the reply, 24 hours would have been saved, had he posted his letter just in time, instead of too late for the mail.

2785. That would have reduced the time to three days?—Scarcely three days; the reply to a letter written on Monday evening would have been received at Newcastle on Wednesday afternoon.

2786. I am told that the letter in question was posted in time for the despatch on the afternoon of the 30th of January, and that the post-mark on the letter will prove it; assuming the witness to state the facts correctly, have you any further explanation to give?—If the letter were posted in time for the night mail despatch it seems to me almost incredible that it should not have reached Ipswich the following afternoon; but I hardly think the post-mark would be any explanation to one of the public, because the day mail and the night mail both leave Newcastle on the same day; if it missed the five o'clock despatch it would be in time for the day mail which leaves the same night, consequently the date on the stamp would be the same, and that might mislead you.

2787. I am told there is a separate stamp for letters going by the morning and by the evening mail; is that so?—There is, but it bears the same date, though it bears a different letter; the only evidence as to the time of posting would be the letter contained in that stamp; I am speaking of the stamp at Newcastle; if you produce the cover of that letter, the stamp on it will show at what time it was posted at Newcastle.

2788. Assuming that it was posted in time to leave Newcastle by the four or five o'clock train, you would not, in that case, have any further explanation to give of the delay?—I, of course, could not attempt to explain the irregularity without inquiring into it; but if the cover were produced, I have no doubt some reasonable excuse could be found for the delay; it is very seldom we fail to discover the cause of the irregularity of a letter.

2789. *Chairman.*] There is a great variety in the time of the delivery of letters in London; the post here is delivered sometimes as early as a little after eight; sometimes not till considerably after nine; is the variation in the delivery of the London letters attributable to the irregular arrival of the mails, or to anything that takes place in the Post-office itself?—That question should have been put to Mr. Bokenham; I do not think I should be safe in answering it; but, I believe, it is owing partly to the irregular arrival of the mails, and partly to the variable amount of duty to be performed at the Post-office.

2790. Mr. *MacGregor.*] Do you know the formula laid down as to the time of the arrival of the mails at Euston-square, their despatch from the Post-office, and so on?—The night mail from Carlisle is fixed to arrive at Euston-square at 4.30.

2791. What time do you allow for that mail to go to the General Post-office? —Eighteen minutes.

2792. And for sorting?—There is no time allowed for sorting particularly; that is accomplished as quickly as possible, and the hour for the letter-carriers to be despatched is fixed as soon as the sorting can be got through; they start as soon as the letters are sorted.

2793. Mr. *Herbert.*] It is now 15 months since a letter was written from the Treasury,

Treasury, stating that they considered the communication between London and Dublin was unnecessarily long; I wish to know, that being now 15 months ago, why no attempt has been made to remedy that grievance?—I can only say that the Post-office has received no instructions from the Treasury to carry out any alteration; I think the Honourable Member's application should be to the Treasury, and not to the Post-office.

2794. Do you know whether at the Treasury they are in the habit of writing letters regarding the details of the Post-office, without previous communication with the Post-office?—Sometimes they do, and sometimes they do not; the Treasury frequently originates communications to the Post-office.

2795. Do you suppose that Mr. Wilson, of the Treasury, would write a letter making an admission that the time occupied by the post going to Dublin is unnecessarily long, without having had any communication with the Post-office?—I cannot say what Mr. Wilson might do; I know that the Post-office has made a report to the Treasury on the subject of the communication with Ireland, and that the Post-office has received no instructions from the Treasury to carry out any change.

2796. Was that report to the effect that the time is unnecessarily long?—It was to the effect that certain improvements could be carried out, provided the Treasury were prepared to incur the expense.

2797. How long ago is it since that report was made?—It was sent in in the early part of the present year.

2798. Was there any other report sent in previous to the 18th of March 1853, on the same subject?—Various reports have been addressed at various times to the Treasury, but the principal report upon the subject was made this year.

2799. Are you able yourself to give an opinion, either in accordance with or adverse to this opinion, expressed by the Lords Commissioners of Her Majesty's Treasury on the 18th of March 1853, that the time is unnecessarily long?—I am not prepared to express any opinion in opposition to that expressed by the Treasury.

2800. Mr. *MacGregor.*] Are you acquainted with the contents of the report made by the Post-office to the Treasury?—I am aware of the report, and I have it in my memory tolerably well, but I cannot speak as to the whole of the facts.

2801. Did the report suggest a different service for the mails on the railway?—Different from what?

2802. From that which is now performed?—It suggested an acceleration of the existing mail trains between London and Holyhead.

2803. Can you state to what extent that acceleration was proposed to be made?—I believe the extent to which the acceleration was proposed is shown in the return which has been already presented to the Committee, and which appears in the Appendix; the return shows that, under the accelerations Nos. 3 and 4, the mail would be due at Dublin at a certain earlier hour, and would be despatched at a later hour.

2804. How much sooner would it be due in Dublin?—An hour sooner than it now is, and it would be despatched an hour later.

2805. What portion of the hour saved in Dublin would be attributable under that suggestion to railway service?—The whole of it.

2806. Then the whole of the acceleration that was proposed was to take place upon the railway?—The report from the Post-office merely pointed out what was practicable on the railway, leaving the Treasury to decide what was practicable by sea, after communicating with the Admiralty.

2807. Mr. *MacGregor.*] Has any communication been made to the railway company, asking for an estimate for the service?—I am not sure, but I think a communication was made to the company, asking for an estimate for a certain service, but not for the acceleration proposed in the report of which I have spoken.

2808. Mr. *Herbert.*] Do you mean to say that no improvement or accelerations are ever adopted by the Post-office without the sanction of the Treasury?—Undoubtedly they are; but I understood the Honourable Member to speak of a certain improvement recommended by a Committee of the House of Commons, which has not yet been carried out.

2809. I am not aware that the improvement to which I allude was recommended by any Committee; but I find that on the 18th of March 1853, it was stated by the Commissioners of the Treasury that the time was unnecessarily long; can you

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inform the Committee why no measures were taken to remedy that admitted grievance?—I think the only explanation on that point must be obtained from the Treasury, and not from the Post-office.

2810. You do not know yourself?—I do not know, and I believe the Post-office is not aware; it rests between the Treasury and the Government.

Captain *Mark Huish*, called in; and Examined.

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2811. *Chairman.*] YOU manage the affairs of the London and North Western Railway Company?—I am the General Manager of that Company.

2812. Complaints have been made of the irregularity of the trains conveying mails to the North, and it has been stated by the last witness, that of late months the trains have become more regular?—Yes.

2813. Will you state what in your opinion was the cause of the irregularity which prevailed up to a recent period?—The irregularity of which a good deal has been said before this Committee, applicable especially to the months of October, November, and December, I think arose from a variety of causes; one very material cause was certainly the weather, which generally produces some irregularity in the winter months. Another reason was the extreme irregularity in the reception of the mails by the railways (I am speaking now of mails by the west coast); not only the irregularity in the receipt of mails, but the extraordinary detention which took place at the stations on the road for Post-office service beyond what was required for the railway service, and beyond what was allowed in the official time bills of the Postmaster-general. In addition to those causes I think it would be wrong if I were not to state that these very irregularities on the part of the Post-office may possibly, I may say probably, have engendered a feeling in the minds of the railway servants that the extreme punctuality of those trains was not so necessary, seeing that they were frequently detained 20 minutes at a station when 10 only was the proper allowance; and that may have produced a want of due diligence, I do not say it did, but it has been alleged, and I think not improbably, that that was the cause. The regularity which has been produced in the months of March and April is to be attributed, first, to the very fine weather we have had, and secondly, and most materially to the fact, that the Post-office have made very extraordinary exertions, and have reduced those detentions and delays, of which we complained before, very materially. By a Return which I see has been put in before this Committee, I remark that in the month of November the detentions, on the part of the Post-office service of the down night mail, between London and Preston, beyond the stipulated allowance, was no less than 142 minutes. Now, comparing that with the month of April, I find that the delays on the part of the Post-office have been reduced to 38 minutes, being a reduction of upwards of 100 minutes. Then again, I should state, that in consequence of the letters that had appeared in the newspapers, the excitement that had been produced, and the correspondence between the Post-office and the railway companies, the directors and I took very great pains, and exerted ourselves as much as possible to amend the service in every way we could. A system of inspection over the mail trains was instituted which had not formerly existed. We put on special officers to run throughout between Edinburgh and London, without change. Every station-master, guard, and engine-driver was called on to give an explanation if a single minute's delay occurred; and the result of that, coupled with the regularity of the Post-office (which is the main improvement) has produced the state of things which the Committee have had reported to them with regard to the month of April.

2814. With reference to the delays caused by the Post-office, do you complain of any delay on their part at the Euston station?—There were very serious complaints of their delay at the Euston station. By their own official table they ought to be at the Euston station at 8.18; now they were never there at that time; and in fact the magnitude of the mails, the number of vans, and the duty which they had to perform, rendered it almost impossible for them to keep anything like their punctual time. The result of that was, that the mails frequently did not start from the Euston station till 10 minutes or a quarter of an hour, and on foreign mail nights, not perhaps for half an hour after their proper time. I do not mean to make any complaint against the Post-office on that account, for I think they

they have used almost superhuman exertions to accomplish an extraordinary amount of duty within a very short time.

2815. What time does it require, on an average, at Euston station to put the night mails into your trains?—It depends entirely upon the weight of the trains, and also upon the night of the week, for the thing regulates itself very much according to the particular nights; for instance, Friday night is the heaviest night in the week invariably; and sometimes the foreign mails happen to hit that day; when that is the case there is an excessive delay in the Post-office work. I find that taking one Friday night (I took one by chance, not a special one) we had three Post-office omnibuses with letters, and six Post-office omnibuses with newspapers. Nine omnibus loads on that Friday night came to a single mail train. The letters from the best examination we can make, by averaging weights and testing our calculations on different nights, we make to be about three tons; the newspapers come in large sacks, like sacks of corn, and I find that on this particular night, which was taken by chance, there were no less than 132 of those sacks for one mail train.

2816. Mr. *Philipps.*] And what was the weight?—As nearly as I can estimate, eight tons, making 11 tons for the weight of the mails by that one train. Then I find also, with regard to the average time of the arrival of the bags at Euston station, that in April, they were 10 minutes, in November 10 minutes, and in December 12 minutes, behind time. Coming, again, to the month of April, the activity that has been used in the Post-office (and I hope upon the railway also) to improve the service, has produced a very important change, and the mails now arrive at Euston station with comparative regularity, so much so that the mail trains are rarely delayed in starting.

2817. *Chairman.*] It has been stated to the Committee that the time allotted for the transmission of the bags from the Post-office for conveyance to the railway mail is less than is required on the average, and that that has been the cause of some irregularity; is that your opinion?—It depends on the time at which the last mail comes in when the train will start; and I have no means of knowing from what time the Post-office dates the despatch of the mails. If there are nine, ten, or eleven omnibuses containing letters, they cannot all start from the Post-office at the same moment, nor could they be all loaded at the same moment.

2818. The next Post-office delay of which you complain, arises, I presume, from the non-arrival of mails at stations on the line?—That, of course, has reference to the up mails. We can have no complaint of other railway companies on the London and North Western Line, with regard to the down mails from Euston; but with regard to the up mails the irregularities have been very great.

2819. Taking the down mails first, is there any delay on the part of the Post-office of which you can complain; we will say at Tamworth, for instance?—There is very little delay at Tamworth, and I think more has been made of that against the Post-office than is at all due to them. I believe the delays at Tamworth have not been by any means so great as they have been alleged to be, although there is considerable inconvenience in one respect arising from the railway companies exchanging bags, their being on a different level. The greatest and most difficult point of transfer is at Crewe. Now, in anticipation of being asked a question upon that subject, I wrote during the present month to our station-master at Crewe, requesting him to report to me the proceedings of a single night mail train; I did not inform him of the object I had in view in asking for it, nor did I select any particular day; I took a day accidentally; I said, "To-morrow make this return," and his report to me is as follows: "In reply to your letter, dated the 9th instant, I beg to say that I superintended the 8. 55 P.M. down night mail, which arrived at 2. 24 A.M., 13 minutes late; the Liverpool portion left at 2. 40, Chester at 2. 48, and Manchester at 2. 55 A.M. The Liverpool portion was marshalled and ready to start in six minutes after arrival; the Irish mail was delayed 24 minutes, from arrival to departure, which is the ordinary time, on the heavy mail nights; on other nights the average time is 17 minutes. The number of mail bags, large and small, were as follows: by the up night mail, and from Crewe post-office, we had 76 bags, which are sorted, and will load two large platform trucks, those are ready for the down mail; there were 142 bags delivered on the platform from the mail on its arrival, to re-sort and reload for each division, which, with the 76, made 218 bags altogether to load. The number of Post-office servants assisting are, the resident inspector, who examines the bags singly, one labourer, and the three guards, who run from here respectively

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tively to Holyhead, Manchester, and Carlisle; they assist the unloading, and receive the bags in their respective vans when loading; four of our men assist all the time. The Manchester post-office guard informs me that a short time ago the bags by the heavy mail were weighed, and that the Manchester weighed 2 tons 1 cwt. and odd lbs.; the Liverpool is something more, and the Irish would be as heavy, so that we have about six tons of bags to handle." Now, in order to examine for myself into the working of this, I went purposely down by the night mail, and stopped at Crewe; and the Committee will scarcely conceive the work that has to be done there, say at one o'clock in the morning; perhaps on a cold drizzly morning there are 142 bags piled up on the platform, a perfect mountain of bags, all of which have to be sorted, checked, ticked, and reloaded into their respective vehicles. The process is this: the mail guard sits with a little lantern by his side, and his check-book, and he calls out for some bag for some unpronounceable place in Wales; then this mountain of bags has to be turned over, and the man dives to the bottom, and in five minutes, perhaps, calls out, "Here it is;" that is ticked off; and the same process has to be gone through with the other bags. The result of all that is, that it is very creditable, I think, to the Post-office servants, that they are able to get away the mails as rapidly as they do; but if a bag is missing, or if a key of a bag is lost, or if there has been any irregularity, of course the delay becomes very excessive, and that throws out the train all the way to Aberdeen on one side, and to Dublin on the other; and I may remark in passing, that if mail trains, for which specified times are provided, are kept back, the trains become very irregular, they get out of their turn, and get mixed in some part of the large ramified system throughout the kingdom with other trains that ought to have been clear of them, and the confusion very soon becomes worse confounded. Now I have taken out three or four letters which I received within three or four days from the Post-office, to whom, when delays occur on their part, we write for explanation, as they do to us, and these are the answers; I might have multiplied these letters to almost any extent, but I just took four that came to hand; this is a letter of the 11th of April 1854: "Sir,—In answer to your letter of the 28th ultimo, complaining of delay to the night mail train down on the 24th ultimo, I beg to state that I have made inquiries as to the cause, and find that the train was detained at Blisworth, in consequence of not being able to find one of the Northampton bags, and at Tamworth, owing to one of the mail tenders being so full, that the door could with difficulty be made to close, and at Whitmore and Crewe stations, in unloading very heavy mails." Then there is a letter of the 17th of April: "Sir,—In answer to your letter of the 10th instant, I beg to state, that I have made inquiries as to the cause of delay in the despatch of the day mail train up from Manchester on the 8th instant, and find that it arose in consequence of the mail cart driver waiting at the station for the night mail down, which arrived too late to enable the man to go to the post-office, and to return with the day bags by the time specified for the despatch of the train." Then, on the next day, I received the following letter: "Sir,—I beg to acknowledge your letter of the 17th instant, and to inform you that the down night mail train of the 14th instant was unavoidably detained at Newton Bridge station three minutes over the time allowed through the heaviness of the mails." Then, two days afterwards, on the 20th, I received this: "Sir,—In answer to your letter of the 17th instant respecting a detention at Crewe with the night mail down, of the 14th instant, I beg to state that it arose in loading a very heavy mail." I must, from all I have personally seen, do the servants of the Post-office the justice to say, they are extremely active and intelligent; but the work they have to perform, from the weight of the mails, is so great, that no human exertion could always get through that work within the specified time.

2820. What is the time allowed at Crewe for the stoppage of the mails?—Fifteen minutes with one mail, and ten with another; that is for getting off one portion. Then another portion has to be despatched to Manchester, and a third portion to Ireland.

2821. What is the time allowed for the Irish mail?—I think you have it in the returns.

2822. What is the additional stoppage which you attribute to the Post-office?—I do not think that, in the present mode of working, the Irish mails can be despatched from Crewe, on an ordinary heavy mail night, under from twenty to twenty-five minutes from the time of their arrival.

2823. What

2823. What would you say for the Northern mail?—The Northern mail ought to be despatched, I should say, within ten or twelve minutes.

2824. What would you say for the Manchester mail?—The Manchester mail would take six or eight minutes beyond that. The Irish mail cannot be despatched until the other two are gone, nor can the Post-office servants attend to the work of the Irish mails until they have got rid of the others.

2825. Are there any other points on the line at which you have to complain of delay; on the Northern line, for instance?—Of course I do not know the cause of delays with the up trains until they reach the system of the London and North Western.

2826. We are on the down night mail now; have you any other place on your line at which you have to complain of delay on the part of the Post-office?—No; I think Crewe is the most important point.

2827. Is there much delay at Tamworth?—There is much less delay at Tamworth than is generally imagined.

2828. Mr. *Egerton.*] Crewe is the greatest point of delay?—At Crewe the greatest amount of work has to be performed.

2829. *Chairman.*] Where do you receive the Glasgow and Edinburgh mails?—At Preston.

2830. Have you any information to give as to the delay which has occurred there?—The mails are now delivered, and have been for the last month or two, with great punctuality at Preston, and they have arrived with as great punctuality in London. In October, November, and December it was not so. In October, the average arrival of the up mail at Preston was 39 minutes late; in November it was 26 minutes late; in December it was 19 minutes late. Then when we come to March and April, I think you will find by the return you have had that there is something approaching to what I may term absolute punctuality, and the mails have arrived in London a minute over or a minute under their time.

2831. Have you anything more to say about the Post-office delays?—Nothing more as to the delays; as to the remedies I have not yet said anything.

2832. We will come to that afterwards. How many mail trains a day have you on the London and North Western?—The number of trains carrying mails daily on the London and North Western is 99.

2833. Mr. *Egerton.*] Daily?—Daily; there are 99 trains a day that carry mails. The number of what are called regular mail trains under notice are 22; the others are 77, which go by ordinary trains, of which the Postmaster-general avails himself to send bags.

2834. *Chairman.*] What is the mileage of those trains?—The mileage of the regular mail trains under notice is 494,575 miles a year. The mileage of trains carrying bags is 958,106, making a total of 1,452,681 miles a year run for the Post-office.

2835. Does the conveyance of the mails along your line create much disturbance in your traffic?—Very great disturbance when they are irregular, because I need hardly tell the Committee, that, on a line where we have 705 trains running in a day over the line and all its branches, any irregularity must very seriously inconvenience us. If there is a tolerable degree of regularity there can be no inconvenience, because, although it is a common thing to talk of a crowded line, that conveys a very erroneous impression; for a line cannot be crowded if there is a space for trains to run; and we can run mail trains, if ordinary time is kept, just as well on the London and North Western line as on a line which has no trains at all.

2836. Had it not been for the circumstances which you have detailed to the Committee, do you believe you would have been always able to carry the mails at the pace required of you by the Post-office with sufficient regularity?—Undoubtedly; and the best proof of that is that we are now performing the mail service at a far greater speed than was ever run on our line before, and with far greater regularity than was done previously.

2837. I believe negotiations are going on between your company and the Post-office for a still further acceleration?—The Post-office, some three or four months ago, applied to us to make a considerable acceleration in our speed. We consented to do so, and prepared a time bill for the purpose of carrying out the wishes of the Post-office. Subsequently to that, however, we received a further communication from the Government, proposing to run the mails special, and asking for a higher speed than had been proposed by themselves in the correspondence to

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which I have alluded. To that last communication, no answer has yet been forwarded; but I have here the proposal that was made to the Post-office, or rather I should correct myself, by saying the proposal that was made by the Post-office to us, and worked out by us, and tendered to them, as what we should be prepared to do; that time bill is here, and should you wish it, I will read the letter which accompanied it. It is dated in April. I should explain to the Committee, that of course I only manage the line between London and Preston; before I can give any answer to communications of this kind, I have to obtain the assent of the Lancaster and Carlisle, and the Caledonian Companies. "Sir,—Having now received communications from the Lancaster and Carlisle and Caledonian Companies, in reference to our recent correspondence, especially your letters of the 14th and 18th ultimo, I am in a position to give you a reply. I need scarcely assure you, that the inquiry in your letter of the 18th of March, whether the night mail train between London, Edinburgh and Glasgow could convey the mails and officers of the Post-office only, to the exclusion of traffic of every description, and the stopping on an average every 24 miles, could maintain a speed of 40 miles an hour throughout, has been very carefully considered. But I regret to inform you that for several reasons, with which it is perhaps unnecessary that I should trouble you, the companies do not at present feel themselves justified in entertaining the suggestion. Under these circumstances, it only remains to revert to the original proposals made by you, and accepted under certain reservations by the railway companies, that the mail trains should travel at the rate of 38 miles an hour on the London and North Western, and Caledonian, and 36 miles an hour on the Lancaster and Carlisle. With this in view, and in order to facilitate, as far as possible, the arrangements of the Post-office, the following time bill has been prepared in concert by the three companies, and is now respectfully submitted for your consideration. By this bill, and assuming that the stoppages named at the foot are sufficient for the Post-office purposes, the whole journey to Edinburgh would be performed in 11 hours and 30 minutes, a rate of speed, which although very much higher than anything yet attempted, may, it is believed, be accomplished under ordinary circumstances with regularity, and by means of the improved arrangements which it is the intention of the directors to make. In conclusion, I have only to remind you, that this offer on the part of the three companies is made on the understanding that a special allowance shall be made for the extra speed, to be settled by arbitration in the event of the Post-office and the companies not being able to agree." Then here (*producing it*) is the train bill which gives the time of departure, and the arrival at Edinburgh at half-past eight in the morning.

2838. In that answer, was it the intention of the company to conduct their trains as at present?—Believing that the obligation of the company is to keep time, the company certainly contemplated a reduction in the number of carriages they attached to the mail train, but that was to be left entirely to themselves, to regulate according to the power of the engine, and their means of insuring regularity.

2839. The company intended to have the entire control of their own trains, and to exercise their own judgment as to what carriages they should allow, or what carriages they should discontinue?—Undoubtedly they did; and I will give a cogent reason for their reserving it to themselves, though probably it would form a separate part of my examination. They could not submit to giving the Post-office power to prevent their carrying parcels by the mail train, because the Government being the great competitors of the railways for the conveyance of parcels, it would have placed the Post-office in an unduly favourable condition, if they were prohibited carrying parcels by the train which conveyed the parcels of the Government with whom they were competing.

2840. Did the proposal of the Government contain any stipulation that you should not carry parcels?—It stipulated that we should carry no traffic of any description. Then, I think, there were other reasons that influenced us in deciding that what was proposed was not desirable; it would be more inconvenient to the public, and I believe far more expensive to the Post-office than the Committee would at first sight be prepared to expect, for when you come to the outskirts, if I may so say, of the system, you arrive at districts which cannot support duplicate accommodations; for instance, if you were to run a mail from London to Aberdeen, without passengers, I do not know how any passengers would ever get on to Inverness, or any other part of the north of Scotland. The districts are too poor

poor to support duplicate means of conveyance, one to carry letters and the other passengers; and on the other side of the system you would destroy the communication with Ireland altogether; for if the train is to carry nothing but letters, I do not know how an Irishman could cross the Channel; so that I believe the Post-office would find it to be a matter of expense, of which they have no possible conception at the present moment. Then, again, the expense of a special train for themselves, I am prepared to show the Committee would be something that would startle the Government, if they were to ask for it.

2841. The proposal for the Government to limit a train to one or two carriages, as has been suggested by a witness before this Committee, would, I presume, be more objectionable than special trains?—I fear that if you gave power to any Government to say there shall be only two first-class carriages to any train, you would soon raise such a storm throughout the country as would be practically worse than having no train at all. The public are in the habit of considering that we are bound to take 10,000 people at a particular time, and what with races and agricultural meetings, and other occasional gluts, we should be disappointing more people than we should be taking.

2842. I presume the injury to the company also would be very serious, if you were to break up the passenger traffic in that way?—I am almost prepared to say that serious as would be the inconvenience to the company, and great as would be the expense entailed upon them (for which of course they would have to look to an arbitrator), in running mail trains without passengers, they would almost rather submit to that infliction, than vest in the Government the power of dictating what number of passengers they should take by a particular train; but in saying that I fully and entirely admit the obligation of the company to maintain the speeds required of them by the Post-office under their powers, and if they cannot do so without running extra trains, or leaving their passengers behind, they must do it.

2843. Have you any suggestion to offer, as to any material improvement in the Post-office service on railways?—That is a very large question, but I am inclined to think that the inconvenience and delay arises from the Post-office attempting too much with too limited means; if you attempt to force too much work within a specified number of minutes, or within any specified space, it is almost certain to result in the whole duty being inefficiently performed. I ventured to suggest very strongly before a Committee, of which, I think, an Honourable Member of this Committee was Chairman, last Session, that the great evil, in my mind, arose from uniting absolutely the Scotch mails and the Irish mails; you have a mail coming from Aberdeen in one direction, and from Cork and Belfast in another, subject, as I stated, I think, to all the contingencies of a snow storm on the Aberdeen hills, or a gale in the Irish Channel, and you expect those trains absolutely to hit within one minute at Crewe; if the Scotch train is delayed, the Irish Post-office and the Irish passengers are kept at Crewe until it arrives. On the other hand, if it be fine weather in the North, and bad weather in the Channel, the Scotch correspondence and all the Scotch passengers are equally delayed. I believe that the weight of the Post-office is so great, and that the mails are becoming daily so much heavier and more important, that the time has arrived when there should be one through communication from Aberdeen to Euston, and another, separate altogether from the Scotch, from Dublin to London. By that means, I believe that both services would be much more efficiently performed than they are at present; and I think that the complaint, which is a just one to some extent, that Scotland should not be entirely dependent on Ireland, or that Ireland should not be altogether dependent on Scotland for the regularity of its mails, would be got rid of.

2844. The great complaint is, as to the irregularity in the down-mail, is it not, and not of the up-mail?—The irregularity was greatest in the up day-mail; that was the greatest grievance; the one which ought to arrive in London at 11 o'clock, and which has arrived, I am happy to say, for the last month or two, four or five minutes before its time; but in November and December that mail was frequently not in till one o'clock.

2845. Have you any opinion to offer as to what would be the expense of a system of special trains?—Before you go to that I should wish to add something to my former evidence with regard to the weight of the down-mails. The weight of the down-mails, as has been stated in evidence here, arises mainly from the newspapers. Now, I think the weights have been very considerably understated, being, as you are told, mere estimates by the Post-office: first, because they do not quite tally with the fact as coming under our daily obser-

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vation; and, secondly, because I have had communications with some of the newspaper publishers which show a very extraordinary state of things with regard to their weights. I have here the fact that one single newspaper sent down on one night a hundred tons weight of papers; that was the Illustrated News; it was in what was called the Wellington week; and the average weight that they send on a Friday night from their office is upwards of 37 tons. That is a single newspaper.

2846. By your train?—A considerable portion goes by our train, but that is the quantity they send from their office. Now, if you look at all the newspapers, especially the weekly newspapers, I think you will find that the weights that have been given must be very considerably under-estimated.

2847. Mr. *Liddell.*] What is the cause of the Friday's mails being so large?—It contains all the weekly newspapers and the Sunday papers.

2848. *Chairman.*] Have you any remarks to make upon the carriage of parcels by the Post-office?—No further than that we consider, and think we have reason to consider, that the Post-office is our great competitor for the carriage of small parcels, and that it has very materially indeed affected our revenue.

2849. To what extent do you suppose?—It is impossible for me to say to what extent; it must be an estimate, but I have very little doubt in my own mind that the abstraction by the Post-office of our small parcel traffic has been very nearly, if not quite, equivalent to the whole amount we receive for carrying the mails.

2850. I believe that within a short period you have lowered the price of carrying parcels?—To try the experiment of getting our parcels back we have lowered the price to 6 *d.* for a small parcel under one pound weight.

2851. Was that alteration exclusively, or in great part, with a view of getting the parcels back from the Post-office, or had it reference to any competing railway?—It was not with a view of getting them from any competing railway; we had a double object in view; one was to prevent the very extensive system of what is called small parcel packing to our injury, and the second was to compete with the Post-office for the conveyance of parcels. You asked me what effect has been produced upon our revenue; I can only estimate it by a sort of negative process. The merchandise traffic on the railway and the parcel traffic are very analogous in their character; one may be considered the wholesale trade and the other the retail trade, but they are governed very much indeed by the same laws, and are subject to the same increases and decreases. Now, if I go back to the results of the London and North-Western since 1848, I find that, taking that year as the pivot, 1849 showed an increase in the merchandise receipts of 9 ½ per cent. over 1848; 1850 showed an increase of 23 ¾ per cent.; 1851 showed an increase of 26 ½ per cent.; 1852 showed an increase of 35 ¼ per cent., and 1853 showed an increase of 55 per cent. Then turning to the parcel traffic, which ought to be governed by the same laws, we find as steady a decrease of parcels. In 1852 the parcel traffic on our line had fallen off 10 per cent. Now there is no reason whatever why the parcel traffic, with our extended mileage and the extended traffic of the whole line, should not have been amenable to something like the same ratio of increase as the goods, and taking this and various other means which we have of judging, we have come to the conclusion I have stated.

2852. But in the meantime, during these latter years, has not the question been decided in a court of law as to the power of the public to include small parcels in larger ones?—No doubt it was decided against us.

2853. And that must bear its fair proportion of the decrease?—Yes; but we know that there are but three or four people in that trade; we know, within a fraction, what they do, and it would not affect this result the slightest decimal.

2854. Have you heard the evidence given by Mr. Hill and Mr. Bokenham as to the parcel traffic of the Post-office?—I heard part of Mr. Hill's evidence, and I had the opportunity of seeing the other.

2855. I presume upon the statement you have made that you disagree with that evidence?—I think that Mr. Hill has kept the attention of this Committee directed especially to what are called book-parcels. Now it is not from them that we have suffered; they have, to a certain extent, touched our traffic, but the real injury is from the general parcel traffic. I should have no objection to have allowed the books to be carried, if that were the extent of it, but everything goes by the post, of a small character.

Lunæ, 12° *die Junii*, 1854.

MEMBERS PRESENT.

Mr. John W. Patten.	Mr. James MacGregor.
Mr. Liddell.	Mr. Philipps.
Mr. Egerton.	Mr. Fortescue.
Mr. Blackett.	Mr. Wilson.
Mr. Milner.	Mr. Horsfall.
Mr. Henry Herbert.	

JOHN WILSON PATTEN, Esq., in the Chair.

Captain *Mark Huish*, called in; and further Examined.

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2856. *Chairman.*] IN your last examination you stated that the London and North Western Railway Company contemplated running the night mails between London and Edinburgh so as to reach Edinburgh in 11½ hours, arriving at half-past eight in the morning; have you any doubt of being able to accomplish that rate of speed?—None whatever; on the assumption, of course, that the margin of delay at the various points on the journey for the Post-office service which have been estimated by me, shall turn out to be sufficient for the purpose. If those allowances at the various *foci* of mail communication are insufficient for the purpose, the whole journey would be lengthened *pro tanto*; but at the same time 11½ hours is half-an-hour longer than we are running our fast train between London and Edinburgh, which we do with considerable punctuality; and I therefore can see no reason to doubt that, as far as the railway service itself is concerned, we shall have no difficulty in performing the mail service correctly.

2857. Will that involve a smaller number of stopping places for the mails than under the present arrangement?—The Post-office are themselves prepared to reduce the number of stoppages by a freer use, at some of the less important points, of the apparatus on the line. I believe that in the Bill to which I allude, every point at which the Post-office will require to stop has been included.

2858. What will be the increase of the running speed, as compared with the present speed?—The present speeds of the day mails and night mails vary from 33¾ miles to 35¾ miles an hour, including stoppages; the speed which is contemplated by this accelerated train is 38 miles an hour between London and Lancaster, 36 miles an hour between Lancaster and Carlisle, and 38 miles an hour between Carlisle and Edinburgh, bringing up the average speed to rather more than 37 miles an hour.

2859. Mr. *Liddell.*] What do you mean by a freer use of the apparatus on the line; has it reference to increasing the speed between different places?—There is a standing apparatus on the line upon which the bag is placed; it is moved across and caught by the passing apparatus on the Post-office, which, at the same time that it catches the passing bag, deposits upon that apparatus the bag to be left at that place; that is done at a speed of 40 miles an hour without stopping the train at all.

2860. *Chairman.*] Would the new scheme materially interfere with your passenger traffic?—Not materially; it would of course necessitate a very careful examination, in order not to run one single carriage more than was necessary, and we might with some of the second-class passengers be compelled to change them at the junctions, instead of having half-a-dozen second-class carriages running to various points because there were half-a-dozen passengers to those different points; we should make the second-class passengers change more frequently at the junctions, so as to reduce the number of carriages in the train.

2861. Comparing the speed attained by the Eastern line with yours, have you any information to give the Committee upon that subject?—The speed of the

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fast train by the East route and the speed of the fast train on the West route is as nearly as possible identical; the distance is about the same, one being 399 ½ miles and the other being 401 miles. I am taking Edinburgh as a common point with London. Therefore unless there were some very extraordinary elements to be introduced, of which I am not aware, I do not see why we should not run as fast on the West coast as the line on the East coast. The practical result is, that we do run as fast; the fastest trains on both routes are the nine o'clock down morning fast train from Euston Square and the 9.30 down morning train from King's Cross; they are both day-trains, both starting within a few minutes of each other. Now I have a return which I have collected from the returns which have been put in before this Committee, showing the result of the running of those two trains by both routes during the months of October, November, and December 1853, which were three very unfavourable months for speed, as the Committee is aware, from the evidence which they have had before them. I find that in October, on the West coast, we lost an average of 14 minutes on the arrivals in Edinburgh; on the East coast the average loss was 19 minutes, being five minutes in favour of the West coast. I should premise, however, that the speed by the West coast was to complete the journey in 11 hours, and the speed by the East coast to perform the journey in 10 hours 50 minutes, so that they lost five minutes more than we did, which made a difference in the actual performance of the journey of five minutes. In November the average late arrival of these fast trains by the West coast was nine minutes, and the average late arrival of the fast train by the East coast was 17 minutes; so that in fact we have brought the figures identical by the two routes. From some cause or other, in December the East coast managers lengthened the time allowed for the journey, and finding, I suppose, that they had been late in October and November, increased the allowance to 11 hours, making then the running by both routes nominally identical. Now the result of that was, that in December, which was a very difficult month in which to perform the duty, the average arrival on the West coast was 21 minutes late at Edinburgh, and on the East coast it was 36 minutes late at Edinburgh; so that the journey was better and more rapidly performed on the West coast than on the East coast.

2862. Mr. *Wilson.*] That was after the time had been equalised?—That was after the time had been equalised. I am not aware of any circumstances which should render it more difficult to run the same distance on one side of the island in the same time as on the other; it is true, as has been alluded to before this Committee, that the gradients north of Preston on the West coast are bad, but between London and York the gradients on the East coast line are very bad; the gradients on the London and North-Western line are much superior to those on the Great Northern line, and, taking the circumstances all together, I believe practically you will find that the journey will be performed in about the same time by both routes.

2863. Taking the whole distance by the two routes, what is your opinion of the respective merits of the gradients?—Taking the whole distance, I should think that upon an absolute balance it would be against the West route, but to a very small extent indeed, scarcely appreciable to any extent as producing delay upon the journey.

2864. Not to such an extent as would be observable in working the line?—I do not believe it would make five minutes in the journey between London and Edinburgh under any circumstances.

2865. Mr. *Liddell.*] Would not a large proportion of the difficulty be represented by that portion of the line over Shap Fell?—Undoubtedly; where the train practically runs with pretty nearly the same ease as over any other part, we do not find that more time is lost there than over any other part; you will observe that that is provided for in the new Bill, by giving a rate of speed of 38 miles an hour over the Caledonian line, and of 36 miles an hour over the Lancaster and Carlisle line, which, of course, includes Shap Fell.

2866. *Chairman.*] Have you any further information to give to the Committee with regard to the proposed improvement in the conveyance of mails on your line?—A considerable improvement, as I stated the other day, was in contemplation by ourselves, and still more by the Post-office. A great improvement has been made in the despatch from Euston-square; alterations, to some extent in that station, have been contemplated; they have received the sanction of the Post-office, and I believe through them of the Treasury, which will diminish the delay in

in starting the trains. A post-office is being built at Crewe, and another building is being erected for the post-office at Bletchley. By the increased staff which they are employing, and the improvements which we are introducing, I have no doubt that much of the delay which has hitherto arisen from the very heavy duty which had to be performed in a very limited time will be obviated.

2867. How, for instance, would the duty be performed in a shorter time at Crewe by the establishment of the post-office to which you have alluded in your former examination?—The mode which I have suggested, and which I, with great deference to those who must know better in the Post-office than myself, still think is the only real solution of the difficulty, is the separation of the Scotch through train from the Irish through train. I need not repeat what I said on a former occasion of the delay which must almost inevitably attend one of these large trains, and if there is a break-down, which may happen, or an obstruction from snow or anything of that sort in the North, the Irish train, with all its mails from the whole of Ireland, and all its passengers, is tied up at Crewe, until the up-mail from Scotland shall arrive there to take it on. The suggestion which I made on a former occasion before Mr. Herbert's Committee, and from which I have seen no cause to vary (although I understand there are practical difficulties in the Post-office, with which I do not meddle), is this, that the Irish up-train should arrive at Crewe at 20 minutes before the Scotch train, and drop all its mails, which are to be taken up by the through train from Scotland, which goes on to Birmingham and to the West of England, and exchanges its bags for Peterborough and for the East of England, and then proceed at once to London. The Scotch train coming 20 minutes afterwards would be a later train, and would have everything ready for it on the platform to take up from the Irish mail, and so would proceed to the end of its journey. Then on the down journey, the Scotch mail should start first, because it would have to pick up at the Tamworth junction all the Eastern correspondence, and at the Stafford junction all the West of England correspondence, and would deposit such part as was for Ireland at Crewe. The Irish train would be, therefore, free and independent of the Scotch train, and the result of that would be that both kingdoms would be more expeditiously served than they are at present, with a very slight increase of expenditure to the nation. I am satisfied that very much of the delay which now occurs, both at Euston-square and at Crewe, from having an enormous amount of work to perform within a very limited time, would be obviated by spreading it over two periods, instead of endeavouring to accomplish it at once.

2868. Mr. *Herbert.*] You began by stating to the Chairman that you saw no difficulty in running to Edinburgh in 11 hours?—Yes; I base that opinion upon the fact, that in the most difficult month in the year we have accomplished it daily with a fast express train.

2869. That is, I presume, supposing the arrangement which you have just described to be carried out, namely, the separation of the Scotch and Irish mails?—I believe that it would be capable of being done without that separation; but I am satisfied that under all contingencies of weather and the difficulties of the case, and especially the delays of the Post-office, the separation of the Irish mails from the Scotch mails is the way to insure a perfect performance of that duty.

2870. *Chairman.*] In what way will the acceleration be effected by the establishment of a post-office at Crewe?—This office is to be upon the platform at Crewe, built by the railway company and rented by the Government; it will enable the parties in charge of the offices there to arrange their bags, and to perform all their particular duty in a much more satisfactory and expeditious manner than can be done now; for, as I expressed it on the last occasion, 142 bags have to be turned out in a dark, sleety, snowy night, on the platform, when the men can hardly feel the bags when they take them up.

2871. Can you form any estimate of what the increased expense to the public would be of carrying out this plan which you have suggested?—I have not gone into that subject at all; it would be an additional mail possibly from London to Crewe, both ways; but I think it might be done by an additional mail from Rugby to Crewe, both ways. In that case, it is not improbable that we might despatch the Midland mails along with the Scotch mail by the West route; that is a matter I have not gone into in detail at all.

2872. What is the distance from Rugby to Crewe?—About 75 miles. I have

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here a direct proposal from the Marquis of Chandos, the Chairman of the London and North Western Company, to Lord Canning, dated the 28th of October 1853, on this subject.

2873. Mr. *Egerton.*] Was that letter of the Marquis of Chandos in consequence of any previous communication from the Post-office?—We are almost in daily correspondence with the Post-office, and one thing grows out of another. I will read one paragraph of the letter, which states the matter very distinctly, with the answer of the Post-office. "The third fact quoted by your Lordship seems to me to open a very important question, and one to which (as the key to the difficulty on the London and North Western Railway) I beg to direct your special attention. The evidence given by Captain Huish, in the Commons Committee, on improved postal communication, was based entirely on the theory of the separation of the Scotch and Irish mails; looking at the map of the kingdom, and considering the contingencies that must inevitably attend a train arriving from Aberdeen, on the one hand, stopping at 30 stations, and Dublin, on the other, with 10 stoppages, it does appear to me that the nicest adjustment of through arrangements must fail to ensure that identity of arrival at Crewe which is essential to the continuous working of the mails by a single train, while the delays and weight of the down mails, and the marshalling of three distinct trains at Crewe for the North, Manchester, and Ireland, cause a very serious loss of time. I am aware that to separate these mails would entail some additional expense on the Government; but in an improvement so manifest, so facile, and so important, it appears to me that, on national grounds, the additional cost of conveyance (which would not be very great) can be no object, and a perusal of the evidence given before the Committee presided over by Mr. Herbert, will probably satisfy your Lordship of the very great advantages to be obtained by the adoption of the plan. Having conversed with the railway officers who are best capable of judging, I can have no hesitation in stating that such a course appears to me the only one likely to ensure the speed which your Lordship desires, and that punctuality which is so essential to all parties." The answer of the Post-office, which was dated the 13th of November 1853, was very short upon that part of the letter; it is in these terms: "With regard to the division of the mails suggested in your Lordship's letter, although this would be productive of inconvenience to the department, I shall, nevertheless, be ready to entertain any specific proposition to that effect, if you regard it as important to the interests of the company over which you preside; but I cannot admit that it is essential to regularity, or that it would entitle the company to additional payment." There the matter dropped altogether.

2874. Mr. *Liddell.*] In the event of the Great Northern line being used for the conveyance of the Edinburgh, Glasgow, York, &c. mails, do you think that the relief given to the North Western line would be such as would enable you to ensure punctuality without any further separation of the trains?—It would make no possible difference to us. I hope the Committee will not suppose that I am here in the slightest degree to influence their opinion as to the policy of using the Great Northern line for mails; for aught I know, that line may require mails for all its local purposes, and the towns on that line may be so important as to demand it. I only say with regard to Newcastle, which nobody professes will be better served, and with regard to Edinburgh, which I contend can by no possibility be improved in its postal communication, that I cannot, for the life of me, see what advantage is to be derived, either by the public, or by the Post-office, in sending a mail by the West route, and a mail by the East route to Edinburgh, which must arrive within a few minutes of each other; but in answer to the question, I will go a step further, and say, assuming, for the sake of argument, that the Great Northern could run 10 or 15 minutes faster to Edinburgh (which I totally deny), but assuming that as the fact, and that the mail to Edinburgh, to which I am directing my attention alone, were transferred to that line, it is scarcely to be conceived that two deliveries of London and Edinburgh letters are to take place in Edinburgh within 15 minutes; if therefore they did arrive by the Great Northern 15 minutes before the mail by the West route, the letters would quietly lie in the post-office till the letters by the West route were sorted, and they would both go out together.

2875. Supposing the mail were conveyed by the Great Northern line to supply all the towns between London and York, and all the towns between York and Edinburgh,

Edinburgh, on the east coast, do you think that the relief which the absence of those bags would give to your line would be such as to enable you to ensure punctuality, without the separation of the Scotch and Irish mails of which you have spoken?—Those bags do not go by our line at all now; every bag from London to Huntingdon, and Huntingdon to York, and from York to Edinburgh, or from Berwick to Dunbar, necessarily goes by their line. Capt. *M. Huish.* 12 June 1854.

2876. The London correspondence leaves London wholly for the north by your line; if that were taken off your line, would it not obviate the necessity of the separation of the Scotch and Irish mails upon your line?—I do not think it would affect the question in the slightest possible degree; it would certainly take from the mail of the London and North Western the actual bags deposited in London for conveyance to Edinburgh, but that is comparatively very small.

2877. Mr. *Wilson.*] You would still have to carry the whole of the Glasgow and West of Scotland bags, and the whole of the Carlisle, and Liverpool, and Manchester bags?—Yes, and the whole of the Irish bags, and the bags of every town north of Edinburgh and Glasgow, Stirling, Dundee, Aberdeen, Inverness, and the North; because it is quite impossible, if the West Coast Line does its duty, running by the straight line, and cutting the line of the Edinburgh and Glasgow in two, that the East Coast could race round by Edinburgh, and bring the train up to the junction, to proceed on to Aberdeen.

2878. You have stated, I think, that your reason for supposing that the mail might be carried from London to Edinburgh in 11 hours is the fact that you now run a special train in that time; is it not the case that with special trains you stop much less frequently than you must do with mails?—There is no doubt that we are performing the daily service with the nine o'clock train with remarkable punctuality in its arrival at Edinburgh in 11 hours; that the mail shall run in 11 hours must depend, as I have stated, upon the time taken by the Post-office at the various junctions.

2879. And also upon the number of stoppages?—Also upon the number of stoppages; the allowance I have made in my calculations, on the assumption of 11½ hours' transit, may not be sufficient for the Post-office purposes; I allow 10 minutes at Crewe, which I rather think is five minutes less than the actual allowance at present.

2880. Is there not a large element of delay and detention in the frequent stoppages inseparable from the postal train to drop mails at various places as it goes along?—No; the dropping of mails, unless it is at those large *foci* of traffic, is done by the Post-office apparatus on the side of the road.

2881. From your experience, you believe it would answer?—Yes; I believe it will be made much more efficient than it is; and it fortunately happens that the points on the west coast route, at which we want to stop for coking and watering are at such convenient distances from each other as to suit our purposes, and they are just the points at which the Post-office requires us to form junctions with other mails; for instance, we run from London to Bletchley, which is a very convenient distance, about 46 miles; there we come in with the Bedford Branch, the Banbury Branch, and the Oxford Branch; we run on thence to Rugby, which, you know, is a very important junction; we then either run from Rugby to Stafford, a distance of 52 miles, without stopping, or we stop at Tamworth, which is half-way, as the Post-office chooses; then at Stafford we take in the mails from Birmingham, and the whole of the west of England, and do not stop again till Crewe, which is another important junction; all those junctions, fortunately for us, lie at convenient lengths for working the line.

2882. In your opinion, a postal train may, in fact, be run with as few stoppages as your express train?—I believe it may.

2883. Mr. *Liddell.*] You calculate that the whole journey to Edinburgh will be performed in 11 hours 30 minutes by an accelerated night train, and you base that calculation upon the fact that you are able to run a fast express train in 11 hours; is not 30 minutes a very small margin to allow to cover the extraordinary amount of delay and difficulty the whole of the year through, which must arise in running a train of that description at night?—No; I do not see myself, if the line is kept tolerably clear, why we should not run as fast in the night time as in the day time. I believe if you were to ask any engineman on any railway, he would say that night signals, that is, by lights, are much more satisfactory to him than day signals by flags; in fact, they have as much nerve in running by night

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night signals as by the day signals; it is quite true that you cannot see what is before you.

2884. Is it not the case in railway statistics, that the amount of delays occurring in the night running of trains is much greater than in the day, from the necessary precautions which must be taken?—I am not prepared to say that it is so. I should have no hesitation to run at the same speed in the night with this train as in the day time, provided the delays at the various stations were no greater; although it is a night train for a part of the way, of course it is a day train for the other part of its journey; what is called a day train becomes a night train in some part of its journey; for instance, our day train at nine o'clock, by the time it gets to Carlisle, in winter, is a night train; the day closes in there about four o'clock.

2885. Nothing makes your night mail a day mail which departs at half-past nine in the winter from London; it is dark the whole way, is it not?—It is dark nearly till seven o'clock the next morning; there are only about two hours of daylight.

2886. Mr. *MacGregor.*] Does not the accomplishment of a vast railway postal service require mutual arrangements between the Post-office and the officers of the railway; and must there not be some mutual concessions for the vast railway service to be performed?—Undoubtedly.

2887. For instance, if the Postmaster-general desires to accomplish the punctual delivery of bags in Edinburgh in 11 hours, he must concede to you that the stoppages on the line shall not exceed those which will enable you to accomplish the object in view?—Undoubtedly. I should like to give a more general reply to your inquiry, which is very pertinent to the subject. I say, with great respect to this Committee, that Parliament may pass what regulations it likes, but the true secret of getting the postal service well performed is to cultivate an harmonious working between the railway and the Post-office service; there are so many daily, hourly, and minutely contingencies arising, which cannot be legislated for; so many little difficulties can be thrown in each other's way, and so many inconveniences interposed, that, unless the railway companies and the Post-office thoroughly endeavour to assist each other, you cannot have the service performed efficiently.

2888. It has been stated in evidence by Mr. Rowland Hill, that the officials of the Post-office can alone make out the time table for the mail trains on a railway, in consequence of the Post-office combinations and the junctions which are required to be maintained at different points; does not it appear to you, that in order to effect the best service there should be a general consultation between the officers of the Post-office and of the railways?—Undoubtedly; you will never get the trains served unless the Post-office will be good enough to consult those who have to carry out the work practically. If they attempt to establish a rigid system, *sic volo sic jubeo*, without consulting the railway companies, who are the best capable of judging of the peculiarities of their lines, and the work they can perform, I am quite certain the result will be continual complaints, both on the part of the Post-office and the public.

2889. *Chairman.*] You stated in the former part of your evidence, that the Post-office was your great competitor for parcels, and you thought it had abstracted such traffic to a large extent; are you prepared to give the Committee any detailed information upon that point?—I ventured to make a round assertion that I believe the Post-office had abstracted from our railway a sum of money by the carriage of parcels, equivalent at least to the amount of money which they pay for the conveyance of the mails, which the Committee are aware is 49,000 *l.* a year. I based that opinion or estimate (for it forms nothing more), upon the fact, that had the parcels increased exactly in the same ratio as the goods, and I do not see why they should not, our income would have been 55,000 *l.* a year more than it is at present; since that opinion was given I have had the opportunity of examining the remarks and the return made by Mr. Bokenham. I find, on taking a particular day, that 6,341 parcels were forwarded, and the rates at which each of those parcels were forwarded is given; now I am very anxious not to overstate my case. I have struck out of that return all penny and twopenny parcels, which, although they are not letters, might possibly not have been sent at all if there had been a real parcel rate levied upon them, and that deducts 3,000 out of the 6,341, and of the balance, I assume (which I believe I am entitled to assume), that about one-half from London would have gone by the London and North-Western line; and I take those parcels at 9 *d.*, which is a very low average indeed; now the

the amount on the down parcels which we lost on that assumption is 18,780 *l.* a year; as the up-parcels always bear a ratio of one-half to the down-parcels, it makes a total, exclusive of book parcels, of 28,730 *l.*, or about 30,000 *l.*; that is at one station; we have 190 stations upon our line; therefore that seems very strongly to corroborate the view I expressed as to the large abstraction of parcels.

2890. The evidence given by Mr. Hill is, that the up-parcels do not form anything like one-half of those which go by the down mails?—We find, taking a series of years, that our up-parcels into London are about one-half of those which go out of London. I might give a very striking illustration of this subject which fell under my own personal observation. Last year I had a bazaar in my grounds near London for a very popular object connected with Ireland; about 2,000 *l.* worth of work was sent to Mrs. Huish for this bazaar; it was very well attended, and a number of titled ladies were kind enough to assist in it. My connexion with that bazaar first gave me an insight into the working of the Post-office, for although I will not say that a grand piano came by post, everything short of it for this bazaar came by post. Of these 2,000 *l.* worth of worked slippers, and all the endless things which ladies made for the bazaar, a great quantity came by post; it did not terminate there, for a very large amount of the work which came from Ireland through the post was composed of that beautiful work for which the Irish schools are so celebrated; by means of the bazaar it was brought to the acquaintance of a number of ladies in London, and the result has been that since that time Mrs. Huish has established a complete system of trade with those schools, and she gets over every day lace, and all sorts of things, by post, not any of which ever goes by the railway company.

2891. *Chairman.*] In any alteration which you would suggest in the present mode of conveying parcels by post, could you make any distinction as to what you think should go by post and what should go by railway?—It is extremely difficult, I am aware; Mr. Rowland Hill has, I think, in some respects, decided the question of what he deems to be a parcel, for I find in a return which was presented to this Committee, he says, "Since July 1847 the only limitation has been on the weight of unpaid letters and parcels, which are restricted to four ounces each." Now that might have been somewhat an arbitrary decision adopted at the moment, but I think it will scarcely be considered so when I read a short paragraph from an original pamphlet of Mr. Rowland Hill's on the Penny Postage, published as far back as 1837, which shows that this subject had always been in his mind, with regard to the description of a parcel. He says, "Mr. Hill proposes to limit the weight of each letter to a quarter of a pound." This is in 1837, and the return to which I referred was in 1847. Then he adds, which is significant, "It is not desirable that the Post-office should be encumbered with heavy parcels."

2892. Mr. *Wilson.*] With reference to the parcels which came from various parts of Ireland, and the schools which are dotted over the whole of the interior of Ireland, the west coast, and everywhere else, do you believe it is possible by any combination of railways which exist at the present time, with steamboats, that those parcels could have reached London with the same punctuality and ease that they did by the Post-office?—They would not have reached London quite so cheaply, I am aware; but I should like to have tried if I could not have brought them quite as correctly.

2893. As you are perfectly aware, those schools are dotted all over Ireland, upon private estates and in villages, and are matters of social improvement taken up by private individuals in the different localities of Ireland; do you think it possible, without an enormous expense, which would be far more than tantamount to any gain, to organise any system by which those parcels could reach London from all those innumerable points, with any degree of punctuality?—I am quite prepared to admit that the public does derive a very considerable advantage from the fact of the postal arrangements being in one hand, instead of being divided between a number of railway corporations, who have to work into each other's hands; I do not intend to bring this instance forward as a real grievance, to prevent the Post-office pursuing the system, but only as an illustration of the sweeping way in which the Post-office competes with us for parcel traffic; I admit what Mr. Rowland Hill has said, that we have no monopoly of parcel traffic, and do not ask for a monopoly.

2894. Is it not one of the greatest conveniences which the public have in consequence

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sequence of the plan pursued by the Post-office, that the Post-office is a direct communication, not by railway only, but they use railways where railways are effective, and steamboats where steamboats are effective; and where neither of those plans suit their convenience, they are obliged to have recourse to other means to reach every village in the United Kingdom; so that there exists a direct means of communication almost as speedily as can be obtained under the circumstances of the case, with every part of the United Kingdom?—That is so, undoubtedly; I do not desire to deprive the extreme districts of that convenience, or the outlying rural parts, of the advantage which they now possess, but I think it is carried a little too far; and it would not surprise me any morning to find barrels of oysters with penny stamps upon them, carried over the kingdom as post letters.

2895. What is the lowest rate of charge for parcels by the Post-office?—It is perfectly arbitrary, they may reduce their rates at any moment.

2896. Do you think the Post-office will ever carry barrels of oysters?—We find a large increase of parcels going by post from an imaginary feeling, or a real feeling, on the part of the public that there is a greater degree of security in trusting the Government rather than a private corporation; we are very seriously injured in our pockets by the operation, and the public have a certain advantage which I am not prepared to deny or ask you to take from them.

2897. Mr. *Liddell.*] Supposing, for the sake of argument, that parcels were no longer sent through the Post-office, do you believe that any amount of increase in the parcel traffic would enable you to carry parcels as cheaply as the Post-office does?—We have to look to a dividend to our proprietors, and the Post-office pays no dividend; therefore to what extent they can run us down when they have the public purse to go to, while we have a dividend to pay, I do not know; I believe, dealing with a public fund of that kind, they could undersell us.

2898. Mr. *Wilson.*] Although there is a very large expenditure in the Post-office, is it not also expected to yield a large revenue, consistent with the objects of the Post-office, and the interests of the public?—I really hardly know; if I go back to this pamphlet of Mr. Hill's, upon which I believe he has steadily acted, he adopts this motto upon it, "The principle of the Post-office at its establishment, as is distinctly laid down in the 12th of Charles the Second, was to afford an advantage to trade and commerce, and direct revenue to be derived from the Post-office was not the primary consideration."

2899. Is it not the fact, that, in practice, the Post-office has been looked upon by the Government of this country, for a great number of years past, as one of the important sources of revenue, and appears annually and regularly in the list of its various heads of revenue?—I quite admit it, and it is not for me to say that it should not be so; I only ask that they should not have undue means of making that profit at the expense of the railways.

2900. Whatever the Post-office carries, it can only carry by means of the railways; and the remuneration to the railway companies, I apprehend, should in some degree be commensurate with the use which the Post-office makes of the railways?—That goes into the subject of arbitration, upon which I shall have something to say.

2901. Mr. *MacGregor.*] I gather your sentiments to be these: you do not object to the greatest amount of facility being given to the public by the Post-office, but you do object to that facility being given at the cost of the railway companies?—I do not ask you to take away from the public anything which they have obtained either by right or by custom; I think there should be some clear understanding as to the limit to which this advantage should go in future; because although I alluded to oyster barrels, I believe it is perfectly feasible, and very likely to occur, if not in that particular article, yet in something as monstrous, as I should venture to call it; and if the public department of the Post-office, useful as it is, is to be allowed to compete with these private corporations in the carriage of their traffic, at any rate it ought to be fairly dealt with in awarding the remuneration for the postal service.

2902. In fact, when you find it to be the habit of trade to send samples of hops and supplies of seeds through the Post-office, it would appear as introducing a new element in the management of that establishment?—It clearly was never intended by Mr. Rowland Hill, in the establishment of the penny postage system, and it clearly cannot be considered as belonging to the postal duties of the Government; and unless some limit is to be laid down the Government may become

become the great competitors for the carriage of all the goods traffic in this country through the post.

2903. Mr. *Herbert.*] You stated that you have been constantly, I think you used the expression "almost daily," in communication with the Post-office; does it appear to you, in your dealings with the Post-office, that the over-desire to obtain a revenue from that establishment has impeded the carrying out of important improvements?—Undoubtedly; I give every credit to the Post-office officials for desiring to do the best they can to show a good balance-sheet. Assuming, not to the extent of Mr. Rowland Hill's opinion in 1837, but to some extent, that the revenue to be derived from the Post-office is not to take precedence of the convenience of the public, I must say I think there has been an extreme amount of penury in dealing with questions of so large and national a character as those which are dealt with by the Post-office.

2904. Has it occurred to you that that desire has thrown serious obstacles in the way of improvement, more especially in Ireland?—I think it has, very much so indeed, both in its postal communication on land and by sea. I venture to think, that a very slight additional expense, and proper arrangements, would enable Ireland to have a 24 hours earlier delivery of all its letters; in fact, there is nothing to prevent a passenger and a letter leaving London in the morning and sleeping at Cork, Galway, or Belfast the same evening.

2905. Mr. *Wilson.*] May I ask what you mean by a "24 hours earlier delivery"?—The arrivals of the mails in Dublin at present are not sufficiently early to enable them to be despatched by the inland trains from Dublin, taking into consideration the amount of time required for the sorting of those mails. Now by bringing the mails into Dublin a very little earlier, and by having a sorting chamber on board the packet, in the same way as you have a travelling post-office on the railways, those mails might all be delivered at the post-office in Dublin, so as to be despatched at once by mails proceeding by the Midland, Great Western, the Great Southern and Western and Drogheda lines. At present they lie 12 hours in Dublin; but this is a matter which the Post-office officials can better explain than I can.

2906. How do you mean, that even in that way a letter and a passenger might leave London in the morning and sleep at Cork at night?—I mean, if a passenger left London by an early mail train in the morning, and the nine o'clock mail train was a little expedited both to Holyhead and across the Channel, it would arrive in Dublin sufficiently early to be despatched by the afternoon or the evening train of the Great Southern and Western line; I think my calculation was, that he would get to his bed in Cork about 12 o'clock at night, or about one o'clock in the morning.

2907. Is that using any existing mail traffic?—It is accelerating the mail slightly to Holyhead, accelerating the mail a little across the Channel, and performing the service of sorting on board, so as to save the delay which now takes place in the Dublin Post-office; it is putting the bags into the mails which leave Dublin in the evening for the interior, as they arrive from the packet.

2908. Arriving in the interior at midnight?—Yes; to be delivered at breakfast time the next morning.

2909. Would it not be the same thing if they arrived at six o'clock the next morning?—They do not arrive now at all.

2910. Mr. *Fortescue.*] Do you take the present steamers in that arrangement?—I take the present steamers, and the contract time, if I recollect rightly, is four hours and 20 minutes. The Chester and Holyhead Company perform the journey themselves, having no connexion with the Government, in about four hours. Of course the mail service must be improved across the Channel, otherwise the arrangement could scarcely be carried into effect.

2911. *Chairman.*] Is the mail service done by contract?—The mail service is done by contract by the City of Dublin Company, for which 25,000 *l.* a year is paid; the time limited in the contract is four hours 20 minutes, and they take care not to go under that time.

2912. Are you aware what accommodation the company is obliged to give the Post-office for that amount?—Two mails in each direction a day.

2913. What accommodation are they required to give in point of cabin room?—I do not know; but any one who sees the amount of accommodation given on a railway for sorting in the travelling Post-office, would have no doubt that it

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could be easily arranged to be done on board a vessel; and many hours, I think, would be saved. It is a Post-office question, and not a railway question.

2914. Mr. *Wilson.*] When you speak of the penurious principles of the Post-office, are you aware what increase of annual expenditure, by the Post-office, has taken place within the last few years?—I have heard it said that 372,000 *l.* a year is the cost of the mails; but that is no index of what is done for it.

2915. Are you aware of the increased expenditure of the Post-office in the performance of its postal duties within the last few years as compared with former times?—No, I am not aware; I have in my mind what they are paying now for their service.

2916. What service?—The railway service.

2917. You have expressed an opinion that the convenience of the public should not be made to suffer for the purpose of increasing or nursing the revenue, and you have expressed an opinion that the policy of the Post-office has been extremely penurious?—I should limit my remark to the railways; I know nothing about the rural posts or the communications with the interior; I speak of the Post-office dealings with the railway companies.

2918. Are you not aware that the whole expenditure by the Post-office for the convenience of the public has more than doubled of late years?—No.

2919. Your attention has not been called to that subject?—No.

2920. Mr. *MacGregor.*] If the London and North-Western Railway Company were to conduct their business upon the principle which you have assumed and believe to animate the Post-office, would not the accommodation which is given to the public be greatly diminished?—I would scarcely say that it would be greatly diminished; the Post-office has done a great deal to serve the public: I think the accommodation given to the public would not have been so largely increased as it has been by the railway companies.

2921. Mr. *Herbert.*] You were kind enough last year to give a Committee some very valuable evidence upon the subject of the arrangements with Ireland; am I to understand that you adhere to all the opinions which you expressed upon that occasion?—I do; I have my evidence before me; I have read it since, and I see no reason to modify the views which I then expressed, although I may possibly have some doubt of their soundness, simply from being told by the Post-office that some of my views are impracticable; I do not know why.

2922. Mr. *Liddell.*] I think you have said that Stafford was to be a point of junction for the mail for all the West of England letters; is not that inconveniently far north for the whole of the West of England letters; do you mean the letters from Cornwall and Bristol?—I mean all the letters from Cornwall, Bristol, and South Wales, proceeding, not to the Eastern districts, but proceeding to Scotland, to Ireland, to Liverpool, and to Manchester; of course for the sake of getting across to Peterborough, to Lincoln, and districts of that kind, Tamworth is a more convenient place for crossing.

2923. And even, I should imagine, for letters going to the large manufacturing districts in the neighbourhood of York?—Yes, probably it would; I believe it is in contemplation to facilitate that by running a fast train from Crewe to Leeds.

2924. In that case, the point of concentration would be at Crewe, and not at Stafford?—Yes; but the mails to which I have alluded, from Bristol and South Wales, would be brought up through Birmingham. The best point at which they can strike the main trunk, is Stafford, unless they come up rather early and are transferred to the Midland line at Birmingham; then they strike our trunk line at Tamworth.

2925. They are now concentrated at Tamworth?—Yes.

2926. Mr. *Wilson.*] Have you seen a paper which has been presented to this Committee by Mr. Rowland Hill, in reference to the conveyance of mails to the North?—I have.

2927. Have you formed any opinion with regard to the practicability of the scheme which is suggested in that paper?—That paper is like everything which emanates from Mr. Rowland Hill, characterised by sound practical common sense, and having given that paper my best consideration, and guarding myself, as I stated before, from being supposed to want to prevent the Great Northern Company having as many mails as the Government choose to give them, I cannot see any improvement which can be made upon that memorandum of Mr. Rowland Hill's, as regards the London and Scotch mails. I believe it is the best and the cheapest mode by which that service can be performed.

2928. Practically

2928. Practically speaking, looking at the matter with a practical eye, which you must possess from your position, are you of opinion that the additional acceleration which he there proposes can be carried out?—I am, because Mr. Rowland Hill has made those suggestions after full and very frequent communications with myself and with the officers managing the railway up to Edinburgh.

2929. There has been a good deal said by a former witness as to the difference of gradients; you have already stated your views with regard to gradients; although you admit that there is theoretically a slight advantage in the Eastern line, yet that advantage is not such as to enter practically in any important degree into the consideration of the preference which should be given between the Western and the Eastern line?—Every railway manager has got over the bugbear of gradients; we do not view them at all in the light that we did a few years ago; practically, as I have before stated, we can run as fast by the West Coast as they can run by the East Coast. The gradients between London and York are bad on the East Coast, and the gradients are bad between Preston and Edinburgh on the West Coast.

2930. Your opinion in that respect is sustained by the comparison which you have already given to the Committee, with regard to the punctuality of the trains on the two lines in the worst period of the year?—I think so. I attach perhaps more weight to that return, inasmuch as those circumstances occurred at a time when none of us could have had the slightest idea that it would form the subject of Parliamentary investigation.

2931. And therefore the return was uninfluenced by any external motives?—Quite so. I produce that with a view of showing the Committee what we can do.

2932. If there were any difficulty at all in the gradients, would it not be more sensibly felt in bad weather in those months than in fine weather?—The times when the gradients affect us are when the rails are what is technically called "greasy;" that is, of course, in foggy weather.

2933. That would be specially the case during the months to which you have adverted in the comparison that you have made?—It would.

2934. Have you observed the Table which was put in by Mr. Seymour Clarke with regard to the quickest train on the Great Northern Railway, which travels at the fastest speed, and also showing the quickest train on the London and North-Western Railway?—Yes; the return which I put in gave them an advantage between London and Edinburgh of 10 minutes in the months of October and November in a distance of 400 miles; the lines are only three miles difference in length.

2935. Did they relinquish that 10 minutes in December?—It came to an equality in running of 11 hours between the two capitals. I think that my return bore out that we were at least as punctual as they were.

2936. Have they continued that time till now, or have they gone back?—I do not know.

2937. Have you read Mr. Seymour Clarke's evidence?—I have.

2938. Has your attention been called to Question 2409, in answer to which there are three grounds stated as reasons why the Great Northern line could be capable of running at a higher speed than the North-Western; the first is, "there is less traffic on the East Coast than on the West;" you have no doubt that there is less traffic?—I do not see what that can have to do with it, unless there is less traffic by a particular train.

2939. That which would determine the facility of running, would be the number of passengers or goods carried by the particular train which ran?—The speed of the train, all other circumstances being equal, is determined by the number of carriages; and of course we can regulate the number of carriages by a particular train as we like.

2940. The second reason is, "there are fewer junctions of importance on the East coast than on the West;" that may be true, I apprehend at, present, but would that be the case were it made the main postal line to the North; would it not then be necessary to have as many junctions, as a former witness has stated, that there are on the London and North-Western line?—I endeavoured on a former occasion to show the Committee, that without any blame to the Post-office, there had been very great delays in getting through an immense amount of business; and if you transfer that amount to another line, I show that they can

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run no faster than we do if they have the same inconveniences to contend against; and they will fall into the same position in which we have been.

2941. The junctions along the trunk line carrying the Post-office service are matters of necessity, are they not?—Yes; but I must explain to the Committee, that fortunately the position of our line is such, that those junctions just happen to fall in with the requirements of the railway for watering and coking the trains; and if the Post-office gave up some of those junctions, we should have to stop to perform the duty for our engines.

2942. If the Great Northern were made the great postal line, as the London and North-Western is at the present moment, it would be necessary to establish, for the purpose of collecting letters, certain centres, which would become junctions, and which might or might not suit the convenience of the railway for these purposes?—Undoubtedly. I have looked at this question upon the assumption that the mail went by the East coast, and I cannot see, myself, that you could dispense with anything that you now have upon the West coast, or vary the service in any material degree. Therefore, if you double the inconvenience which now exists, and double those collecting *foci*, and double the number of branch trains, and have to run rural posts which have to be connected with it at great expense, as regards Scotland, that could produce no advantage.

2943. Therefore if the Great Northern line were used as the direct postal communication with the North, the difference which at present exists in the number of junctions between the Great Northern line and the London and North-Western line would no longer exist?—I think not. Mr. Seymour Clarke in answer to one of the questions specifically alluded to the fact that if the Post-office required more stoppages, the train could not run so fast.

2944. Independently of the stoppages for the purpose of dropping letters, it would be obviously necessary to have a number of junctions for the purpose of collecting and concentrating the letters from the district through which the line ran?—Undoubtedly.

2945. The third reason is, the difference of gradients; you have already expressed your opinion upon that subject?—Yes.

2946. You are of opinion, having looked at both lines, and the facility which both lines offer for communication with the North, that there is no reason which exists why the Great Northern line should run either quicker or with greater punctuality than the North-Western line?—None whatever; that I can unhesitatingly affirm.

2947. It has been stated by a witness before this Committee, as evidence of the preference given to the Eastern line, that four-fifths of the passengers from Edinburgh come by that line; is that consistent with your knowledge of the subject?—It is perfectly true, and I am afraid I shall have to tell the Committee the reason for that. There is no competition between the Great Northern Company and the London and North-Western Company, as some Members of the Committee are aware; whether the passengers go by one route or the other, the money all goes into a joint fund out of which we draw an equal amount; and as we get half the passengers who go by the Great Northern, and they get half of those who come by us, there is no great reason, we having other objects, perhaps, to accomplish, that we should in every case struggle to get there as fast; but that is an arrangement which, in the course of years, may be at an end; therefore, with regard to one train a day, we have taken care to show that we can do what they can.

2948. Has that arrangement reference to Edinburgh only?—Edinburgh and Newcastle.

2949. Are the Committee to understand that the London and North-Western Company receive half of the fare of every passenger that comes by the Great Northern from Newcastle?—It was stated (and therefore I do not hesitate to repeat it here) before Mr. Cardwell's Committee, that there is no competition between Edinburgh and London, but that the gross revenue goes into a common fund, and is divided in a certain fixed proportion.

2950. With reference to Edinburgh and Newcastle?—With reference to Edinburgh, Newcastle, Berwick, York, and a variety of other places where we can compete.

2951. Mr. *Milner.*] Does that arrangement refer only to the passenger traffic?—To passengers and goods; not to mails.

2952. Mr. *Wilson.*] Have you considered the proposal which was made by Captain O'Brien, for the centralization of the mails on the Great Northern route? —I have read his evidence.

2953. Are you able to understand the practical effect of his proposal?—I think the shortest answer to Captain O'Brien's proposal is this, that almost all the population lies on the West of England, and it seems to be an extraordinary thing that the whole of the letters, which generally bear reference to the bulk of the population, are to be taken to the East of England to be made up conveniently for distribution to the West.

2954. Is it your opinion, upon the whole, that such a scheme would be consistent with the general convenience of the public?—I cannot conceive how the Post-office could work it at all. That is a question which they can answer better than I can. I only know my own line.

2955. Would it not involve the necessity of sending up an immense number of special trains from different points, from Birmingham to Peterborough, and Derby, and again to another point, which would be an enormous cost, without affording to the public any commensurate advantage?—The moment you begin to divide the great mail routes in this kingdom you immediately land yourself in pretty nearly duplicate establishments, duplicate trains, and duplicate coaches all over the kingdom.

2956. Can you conceive of anything which would be so embarrassing, or in which you would have to encounter such a number of unforeseen difficulties, and almost impossibilities, as an attempt to divert the great mail traffic from a line where all the various arrangements at present exist, and all the various feeders and arrangements, both for the rural districts and more distant districts; or can you conceive of anything that would be attended with greater hazard to the public convenience than to attempt to disturb or reorganise the present system? —Knowing as I do, from repeated conversations with Colonel Maberly and Mr. Rowland Hill, the difficulties and inconveniences which have been thrown upon that department, by even an alteration of 10 minutes in a train upon the existing line, I am decidedly of that opinion. I recollect Colonel Maberly telling me that an alteration made upon one line involved the alteration of 700 coaches. Bearing in mind that the ruling point of the mail service throughout England must always be, in my opinion, determined by the great and populous districts of Birmingham, Liverpool, Manchester, and Bristol, I cannot conceive myself, unless you duplicate the mails all over the kingdom, how you can materially interfere with the present settlement of the postal service.

2957. Would you apprehend great danger to the public convenience for a very long period before any settlement of any new and extensive arrangement could be effected, if such an alteration were made?—Of course what I say must be mere opinion, the facts you will get from the Post-office. Being brought, as I am daily and hourly, into connexion with the Post-office, I am necessarily obliged to know a great deal of their movements and they of ours. I confess myself, that if you really do make any large change in the distribution of the mails, I do not know where it is to end, or where you would be able to commence it, as regards the arrangement; but the expense to the nation would be something terrific.

2958. Supposing the scheme advocated by Captain O'Brien were adopted, do you think it would be possible in any way materially to lessen the expense of the existing plan by the London and North Western line?—No; I do not see how you would take off anything. I think Mr. Seymour Clarke very candidly admits that, in his answer to Question 2417, where he says, "I think there has been a misconception throughout on the part of the Post-office as to any desire on the part of the Great Northern Company to transfer the mail service from the Western and Midland route to the Great Northern. All that we have said is that our trains reach Edinburgh at a certain time; but we contend that there is sufficient traffic or population between London and York to justify the placing of a mail train on that line, for the purpose of serving that population only. Then, in addition to that comes the fact (and it is a fact) that the service can be better performed, as far as Newcastle and Edinburgh and intermediate places are concerned, by adopting the Great Northern system; but as to transferring the whole to the Great Northern route, that never was imagined by anybody, I believe, and certainly not by the Great Northern Company. Mr. Seymour Clarke, as a highly intelligent man, and one who stands very high as a railway manager, would see at once the impracticability of disturbing the great mail route of this country.

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2959. Much has been said with regard to a supposed preference of the route to Edinburgh; suppose that a postal communication with the Great Northern were opened from London to Edinburgh, would it be possible for that communication to reach the junction of the Caledonian Line in time to go on with your mail when it now reaches that point?—I should take very good care that it did not. Assuming that we could run equally fast to Edinburgh, this junction is 12 miles to the west of Edinburgh, and 12 miles off their line, being 12 miles in my favour, we should, of course, be 20 miles on towards Stirling before they could reach that point.

2960. While there is a difference of only three miles between each route, with respect to the main point, Edinburgh, with regard to the country North of Edinburgh and West of Edinburgh, you have, at the nearest point, the advantage of 12 miles?—Quite so.

2961. No arrangements that could be made by the direct Northern Line could possibly serve any other part of Scotland but Edinburgh even in the same time?—Certainly not; I do not know that it would be possible, unless they crossed the Frith of Forth and went through Fife. They could not reach this common point to which you allude, half way between Edinburgh and Glasgow, where we strike the Scottish Central, within 20 minutes or half an hour after we have passed it.

2962. While the two lines present nearly a balance of advantages, as regards Edinburgh, the London and North-Western Line presents a very much larger advantage, with regard to the whole of the West and North of Scotland?—Undoubtedly.

2963. Therefore letters going by the Eastern Line to Edinburgh would be obliged to remain in Edinburgh, and could not either go westward or northward by the mail, which you would despatch somewhat sooner over that line than they could possibly reach it?—No, they could not reach us.

2964. The letters for the whole of the North and West of Scotland would be obliged to remain in Edinburgh until the following mail?—Yes.

2965. With regard to those various junctions, upon which so much stress has been laid, in the North-Western Line, which the Post-office now uses, you are of opinion, so far as regards the Post-office taken by itself, that they present no impediment, inasmuch as they would be necessary stoppages for the purposes of the railway?—Most of them are necessary stoppages for the railway itself; there is no inconvenience in stopping for the Post-office, unless they take an undue length of time in performing their duties at those junctions.

2966. If the stoppages at those junctions could be reduced to a period necessary only for the railway purposes, then no stoppage would take place as is attributed to the Post-office?—None whatever.

2967. The stoppages at present, for the convenience of the Post-office, are not more numerous than are necessary for working the railway?—No. As I stated in a former part of my evidence, we might do without Tamworth, so far as the railway is concerned, because we can run from Rugby to Stafford, a distance of 51 miles, without the necessity of watering and coking; that is the only junction at which we stop for the Post-office, that I am aware of, at which we should not require to stop for ourselves.

2968. Will that remark hold good to all the distance from London to Edinburgh?—To Preston, which I know most about.

2969. Mr. *Blackett.*] You said, in speaking of Mr. Rowland Hill's memorandum, that, so far as the London and Scotch mails were concerned, you gave a general approbation to it as the best scheme which could be drawn up; do you extend that approbation to the arrangements between London and Newcastle?—With respect to the arrangements between London and Newcastle, I understand nobody to find any fault with them, inasmuch as the letters arrive at Newcastle at an early hour in the morning, and they must lie there some time before the people want them.

2970. Are you aware that a great part of the demand for this Committee arose from the dissatisfaction expressed by the people of Newcastle?—I understood that one of the first witnesses examined allowed that the arrangements with respect to Newcastle proper were not what was complained of.

2971. Do you consider that the present arrangements contemplated in Mr. Rowland Hill's memorandum are the best to effect the transmission of the mails between London and Newcastle?—I do not see what advantage there is in the mails

mails arriving in Newcastle from London before half-past seven in the morning for the purposes of Newcastle proper.

2972. As a matter of fact, you do extend your approbation to the arrangements between London and Newcastle?—I think I stated, as regards Newcastle proper and Edinburgh, that I could see no possible improvement to be made in Mr. Rowland Hill's scheme; I do not venture to express any opinion about Huntingdon or St. Ives; I know nothing of that district.

2973. Mr. *Wilson.*] My questions have reference chiefly to the practicability of keeping the time which is stated in the tables furnished by Mr. Rowland Hill; supposing the times there stated should be consistent with the convenience of the neighbourhoods, is it your opinion, as a practical man, that that scheme is feasible?—In answer to your question, allow me to read the reply of Mr. John Hodgson Hinde to question 140. He was asked: "I understood you to say also that there is a greater inconvenience arising to those in the surrounding district than to those of the town? His reply was, "Of course; because they naturally receive their letters somewhat later; they have to be sorted in the Newcastle post-office, and distributed; therefore I say, as regards the town of Newcastle, acceleration is not the thing wanted."

2974. Are you not aware that the plan of Mr. Rowland Hill, mentioned in the paper to which we have been referring, contemplates the arrival at Newcastle something like an hour and a half earlier than under the present arrangement?—Of course Newcastle will receive the full advantage of the proposed acceleration.

2975. And that whatever acceleration takes place by that proposed new plan to Newcastle, will be to the same extent an acceleration to the whole neighbourhood which is furnished from Newcastle?—Whatever acceleration takes place in the proposed arrangements, will be an improvement upon that which, by this answer to which I have referred, does not want improvement.

2976. Although at the present time the mail arrives at Newcastle at 7 o'clock in the morning, it may be late for some of the adjacent places, the letters for which have to be delivered afterwards. If that mail were accelerated by an hour and a half, will it not give the advantage of the acceleration to the whole of the branches supplied from Newcastle?—Undoubtedly.

2977. Mr. *Egerton.*] We have heard that the whole of last year the trains were late, almost every day, nearly; I want to know what means the railway company have of ensuring to the public that there shall not be that delay again?—I believe, perhaps, both for the railway companies and the Post-office, the best thing which has occurred has been this Committee; it has called very pointed attention to the matter; the Post-office, as I explained the other day, have wonderfully improved their arrangements; and I hope the railway companies have not been behind in improving their arrangements.

2978. If the trains were late at a lower rate of speed, will not they be more likely to be late at a higher rate of speed?—I only appeal to facts, and we must be kept up to those facts.

2979. Mr. *Blackett.*] In answer to question 2409, in which Mr. Seymour Clarke mentioned the reasons for attributing the superiority to the line on the east coast, he says, that "there is less traffic upon the east coast than the west." With reference to that I understand you to say, that the question, unless the traffic impeded the communication, was whether there was less traffic on that particular train?—Yes.

2980. Is it not your impression that Mr. Seymour Clarke rather alluded to the inconvenience which the intercommunication of trains might occasion on that line?—As I stated the other day, it is a very popular and very common expression to talk of a crowded line; if the Committee will consider for an instant they will see that a crowded line is an impossibility, if due precaution is made to leave particular spaces for particular trains; and it does not signify to the Post-office if I have 100 trains running at times which cannot interfere with them; now it so turns out that in the departure of the night mail from Euston-square, which is the most important question we have to deal with, starting at 8. 55, we have not a train leaving Euston-square at 2½ hours of it, so that the ground all the way is perfectly fallow for the mail train.

2981. Mr. *Liddell.*] Supposing 10 trains start in a certain time before the mail train upon one line, and five trains start upon another line, would it not be the case that the chances of delay are doubled to that mail train?—Not so; perhaps more than half of those 10 trains have got to their destination before the

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mail train starts; we have no train leaving Euston-square within 2 ½ hours of the mail train; our last train from Euston is quarter-past six, the next train is the mail, at five minutes to nine, so that there is a clear run, and a clear space of upwards of two hours for the mail train.

2982. When you say that half of those trains have arrived at their destination, that would depend upon the length of the line; upon a long line not one of those would have got to their destination?—The short trains would; we have only five trains day and night to Edinburgh.

2983. Mr. *Blackett.*] My impression of the contrast was this, that there being a comparatively small number of trains, on the Great Northern Railway, the mails were sure to have the line open to run upon, whereas with the mail from Euston-square, the mail might come upon a portion of line where you had taken advantage of the vacancy to forward some luggage trains a stage?—That in theory is very true, but in practice it is totally incorrect; we have great numbers of goods trains from London, but not one starts till after the mail; we run 20 goods trains in the night from Camden, but not one starts till after the mail, so that they cannot by possibility impede the mail.

2984. Mr. *Egerton.*] I think you said in your previous examination, that there were 99 trains daily carrying mails on the London and North-Western Railway; take the case of one train being delayed half an hour, what is the effect upon the other 98?—The branch trains are always considered subsidiary to the main trunk; we do not delay, except for five or ten minutes, the passage of a mail train on the trunk line, because a little agricultural branch has not brought up to the junction its single bag; the great through line is maintained at all hazards, and the subsidiary branches must fall in as they can.

2985. That is what the public mean by a crowded line, namely, a line which has 99 trains upon it which are carrying letters?—There are very few upon the great through line from Preston to London; but the London and North-Western Railway is made up of a great number of little branches running in and out in every direction; each of these branches, which brings up a mail train to the parent line, is considered a mail train, because it finishes its journey at the parent line; it is timed at the junction with the main line probably a quarter of an hour before the arrival of the mail train, and it is very rare indeed that any delay occurs from that cause.

2986. Mr. *Blackett.*] In answer to question 2409, an allusion is made to the fact that there are fewer junctions of importance on the East Coast than on the West; I understand you to say, that the proportion would be reversed if the mail traffic were transferred to the Eastern Line?—There would not be fewer junctions, because if we have no mails we could scarcely have fewer junctions than we have, because the Post-office duty and our duty happen to harmonise at convenient places for both parties; but the delays at the junction was what I alluded to, and they would be materially increased upon the East Coast if they had our duties to perform.

2987. With regard to the number of junctions upon the East Line as compared with the Midland Line, is it not the fact that an embarrassment is occasioned on your line, not arising from postal junctions, but from the large number of branch and cross trains?—When Mr. Rowland Hill proposed to me the last improvement which we intend to carry out, the idea upon which he started was that the train should stop every 40 miles, being the distance which a train could conveniently run without watering; the object was to arrange the Post-office service so that they should only require a stoppage at about every 40 miles; he has managed pretty nearly, with one or two trifling exceptions, to accomplish that object; that being the case, the engines upon the East Coast cannot run more than 40 miles without stopping to water any more than we can; therefore the stoppages would be about the same, the length of the stoppages being determined by the amount of Post-office duty.

2988. Mr. *J. MacGregor.*] With respect to branches and junctions upon the Great Northern line, which is one of more modern construction, they are not all yet made?—No.

2989. As time goes on, the number of branches and junctions attached to the Great Northern will naturally increase?—I presume they will.

2990. Are there not some measures before Parliament which will effect that?—Yes.

2991. Mr. *Blackett.*] You saw no reason why the London and North-Western should

should run any slower than the Great Northern?—I see no reason why the London and North-Western should not be able daily to accomplish equal speed between London and Edinburgh with the Great Northern.

2992. Do you mean by that, that you see no reason why the London and North-Western should not do the distance in as short a time?—Allowance may be made for 3 ½ miles in 400.

2993. Is 3 ½ miles the whole extent of difference?—Yes.

2994. Can you state the extent of the difference between London and Newcastle?—Twenty-five or 30 miles in favour of the East line.

2995. There is a plain reason why you should not be able to get to Newcastle so quickly as the Great Northern?—We could not get to Newcastle so fast.

2996. Mr. *Liddell.*] We have had a good deal of evidence to show the advantages to the two lines; taking the whole distance, they are nearly identical. Since the opening of the Great Northern line, has your passenger traffic to the North considerably diminished?—It has considerably diminished.

2997. That is to say, the Great Northern have taken off your passenger traffic?—A great deal.

2998. How do you account for that?—I account for it by the reason which I gave before; with the exception of one train, all the trains by the Great Northern to Edinburgh are faster than on the London and North-Western line, and one pattern train upon both routes nominally does the distance in about the same time.

2999. Does not that show that in practice the Great Northern was enabled to perform the distance with greater speed than it was performed by the London and North-Western?—It does with all the trains, with this exception, and in very much less time. Then comes in the other question that was alluded to, about our increase of traffic, and it being no great object to compete; we have, perhaps, with other trains, looked more to the intermediate districts than the through route. My remark was, that if we had an object we could do the same that they can; and the fact is proved by the return I put in.

3000. Mr. *Milner.*] Your traffic is of much greater importance between London and Liverpool and Manchester, than between London and Edinburgh?—Yes; but we have a separate system of trains for that. Nine out of ten of the Liverpool passengers never go by the mail; they go by the five o'clock express from London.

3001. With the exception of the day express from London to Glasgow and Edinburgh, it, of course, would not answer your object to have other trains of nearly the same speed; and that accounts for the speed on the East coast line being greater to Edinburgh and Glasgow?—If you take all the trains as I stated, with the exception of the two, they run considerably faster than we do; we make more stoppages upon the line than they do; we have more intermediate traffic.

3002. You have more important towns on your line?—Yes; it is not the object to compete to Edinburgh, for the reason I have given.

3003. Mr. *Herbert.*] Referring again to Mr. Rowland Hill's suggested improvements, of which you stated you approve as regards Scotland, have you seen the suggested improvement of the mail to Dublin?—I have not seen it.

3004. I now hand you a copy of it (*handing a Paper to the Witness*); perhaps you will be kind enough to say whether you do not think that any suggested improvement, which, as you will perceive there, contemplates no improvement by water, must be necessarily imperfect?—I should not like to express a strong opinion upon this paper which has been just put into my hand. It is manifest you cannot have the best thing by any means until you have reduced the sea transit to, I will not say the extent originally suggested by means of the large boats, but to that which is perfectly compatible with the use of the existing steamers.

3005. *Chairman.*] A suggestion has been made that the present Act of Parliament, regulating the arrangements between the Post-office and the railway companies, should be altered; and amongst other alterations, that a power should be given to the Postmaster-general of calling for special trains especially devoted to the Post-office service; have you any opinion to offer upon that subject?—My view of the powers that should be vested in the Post-office for the performance of a public duty are, that the most extensive powers should be given to Government in regard to the use of trains for national objects. It is a matter of expense; and when I have said that the powers I would give them are almost unlimited as

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to control, I then turn to the commercial part of the question, upon which I conceive that the Government have no right whatever to be specially favourably dealt with.

3006. You have no other objection to special trains than inasmuch as, you state in your former evidence, it would disarrange the present traffic, and thereby create an immense additional expense to the Government?—It would cause an additional expense, I think, and would turn out to be a total failure for their own purpose. I think that a more inconvenient arrangement than the use of special trains for the conveyance of trunk mails could be scarcely devised. The expense is much larger than Government are prepared to expect, and it would eventuate in duplicating the system and duplicating the expense, when they got into the more thinly populated districts, both in the extreme North and the extreme West.

3007. Are you prepared to give the Committee any information to guide them as to the probable expense the public would incur by such an arrangement?—It is impossible that I can, without knowing exactly what the Post-office require, tell what the expenses of this particular service would be; because the Post-office must not suppose, nor should this Committee suppose, that the mere expense of a train is any measure of the payment which the company should receive. The disarrangement of the whole service throughout the line; the interference with their legitimate traffic, are all matters which influence the cost to the Post-office, far more than the mere engine and carriages. For instance, I might illustrate it in this way. A mail train leaving Euston-square now goes at a tolerably convenient hour; I could by an alteration of an hour and a half in the despatch of that train, injure the London and North-Western Railway to the extent probably of 15,000 *l.* a year, and that immediately becomes an element for consideration; and it involves the whole question of the system of arbitration, and the mode in which the arbitrators have arrived at their decision. I think, therefore, that the Post-office would find, if they had that power, they could not practically use it; the expense would be a bar to them. I believe the public, while benefiting to some extent, with reference to their letters, would be so seriously inconvenienced at the outskirts of the system, as to render it almost impracticable for Government to carry out the plan.

3008. We will take a line on which there are no express trains, and on which the Post-office is therefore limited to 27 miles an hour; do not you think that it would be advantageous on such a line to the public service that the Post-office should have the option of calling for a special train?—It involves a very large consideration; the question would be one of safety; as regards the peculiar construction of the line, I believe the company is the best judge of the speed they can safely run. If you try to get out of that difficulty, and say, "We will go to the Board of Trade to fix the speed," you would throw upon the shoulders of the Board of Trade the consequences of all accidents that occur with that increased speed; the company would not take the responsibility.

3009. Take the instance given by Mr. Rowland Hill, who wishes to increase the speed of the Irish mails from Crewe to Normanton, but an impediment to which acceleration is found in the nature of the lines he has to go along, on which there are no fast trains, and on which, therefore, from that circumstance alone, he says he is limited to 27 miles an hour?—I believe that is a line about which I can speak, for it is our own from Crewe to Normanton; Mr. Rowland Hill is limited there to 27 miles an hour, and would be, if he used the line, because the fastest train runs at 27 miles an hour. If any of the Committee have been over that line, with the extraordinary curves and the very heavy inclines, I think they would scarcely like to take upon themselves the responsibility of ordering us to run 35 miles an hour; the probability is, that they would be in Todmorden Valley or down some ditch very soon.

3010. Supposing the mails were taken by Warrington, and from Warrington along the Lancashire and Yorkshire line, with the same object of accelerating the speed of the Irish mails in that direction, where also there are no special trains, would the same objections you have just mentioned apply there?—I do not know the features of that particular case, but I know, as a general rule, that companies are the best judges of the speeds at which it is safe to run upon their lines. If you vest the Government with the power of fixing something beyond that, you immediately throw upon the shoulders of some public department the responsibilities arising out of it.

3011. Are there not instances in which, not with a view to the safety of the public, but from the nature of the traffic, there are no special trains upon the lines? —I believe there may be such cases. I think express trains, or *quasi* express trains, are pretty nearly used everywhere, and it might be possible that some practical inconvenience might be occasionally felt from the cause you allude to; but I feel that the remedy which you suggest would be worse than the disease.

3012. Why, in your opinion, would the expense of special trains be so great as you state?—The great difference which has always existed between the arbitrator for the companies and the arbitrator for the Government, in assessing the amount of remuneration to be paid to the company for any particular service, has been the principle upon which they should proceed. For a very long time it was difficult to make the arbitrators on the part of the Government believe that they had no special or peculiar advantages over the rest of the world as regards the payment. I put aside altogether the control; and it has now been, I think, decided in favour of the view that has always been taken by the railway companies. I will read a short passage from the Report of the Committee presided over by Mr. Cardwell during the last Session of Parliament. The Committee state, "Mr. Rowland Hill attended before your Committee to explain a Bill, which has been approved by successive Postmaster-generals, for conferring on the Post-office greater powers in its dealings with the railway companies. Your Committee think it is reasonable that the companies should afford to the Post-office, at the same charge as would be paid by private individuals for similar services, every assistance which might add to the convenience of the public. They think that no railway should have any claim to be considered as fulfilling its obligations to the district in which it is situate which fails to facilitate in this way the postal communications of that district." That, therefore, has dissipated any difference of opinion which might have existed as to the mode of assessing the remuneration; that being the case, the Post-office having to pay for the service in the same way as other individuals, the expense immediately becomes that which the Honourable Chairman, or any other party under similar circumstances with similar constancy of service, would have a right to demand and to pay for. The expenses of the Post-office are not, as I stated, that of the engine and carriages, but a portion of the expense of the permanent way and of the general management, and of a variety of items that go to make up the cost to the company, and that immediately brings out a very considerable figure. Now I might state, in illustration, taking every train that ran upon the London and North-Western Railway last year, and only charging 5 per cent. for the interest of capital employed, which I think the Committee will say is not unreasonable, the actual cost including that interest came out at 6*s.* 5*d.* per mile for every train which we ran during the year, averaging the whole; that is a very large figure, if Government is going to adopt the system of special trains; and then those special trains would immediately come in to interfere very largely with the profits of railway companies; for instance, the receipts last year of the London and North-Western were within 40,000*l.* of three millions of money; now if you are to give the Post-office the power of fixing special trains at any hour, you may pretty nearly interfere with the whole revenue of three millions.

3013. Then, according to your present statement, you think the railway companies would have a right to demand from the Post-office the same price as they would charge to private individuals calling for special trains?—Taking into consideration the constancy of the service which they call for, and upon which the Post-office arbitrators very properly lay a considerable weight.

3014. Do not you upon the London and North-Western line affix rather a high charge to private individuals for a special train, with the view of discouraging the use of special trains as much as you can?—That is quite so; I do not mean to say that the Post-office should pay the same cost as that we should charge any individual coming to ask for a special train, because it is perfectly true that a special train is always attended with a certain amount of inconvenience and risk, and therefore we place a high price upon it, which we think will prevent its being used except on extraordinary occasions.

3015. Do you think it would be just to charge the Government for a great public service, that additional charge which you place upon a special train to a private individual?—I am not alluding to that, but to the same charge which we should charge a private individual under similar circumstances, having reference to the constancy of the service, they would cease to be exceptional trains.

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3016. What price would you charge a private individual for a special train? —Eight shillings a mile.

3017. Is that the usual price upon all lines?—I believe on most lines; upon many lines I know it is.

3018. Mr. *Fortescue.*] You mean you would charge less for a constant train than for an uncertain one?—Yes.

3019. *Chairman.*] Are you aware of another resolution of the Committee upon this subject, giving power to the Post-office to run trains of their own along lines of railway?—Yes.

3020. Do you recollect the last resolution of that Committee, which expressly states that the right of running trains on the part of the public, shall not be paid for to the same degree as public trains; is not there a resolution which says, that the trains of the Post-office shall be exempt from tolls, for instance?—If there was any resolution of the Committee, I am sure there was no Bill carried upon it; our feeling, as I stated before, with regard to control, is that you may give them the most unlimited power you like for the convenience of the public service; but when you begin to pay us for that service, you must especially bear in mind, that now they are our great competitors in the carriage of mails, and it is a hard case to arm them with extraordinary powers at a reduced price, to enable them still more efficiently to carry out that competition.

3021. You allude to parcels, of course?—Yes.

3022. But supposing the parcel question were adjusted between you and the Post-office, and nothing but letters went by the mails, should you see any objection then to mails being carried for the public service in accordance with the resolutions of the first Committee, affording the usual compensation to the company for the services they performed?—I do not know that a company would ever refuse to do any service upon receiving reasonable compensation; the question is, what that reasonable compensation is under the peculiar circumstances.

3023. Do you imagine, under the first Act of Parliament, the term "reasonable compensation" was to include interest for the whole of the capital laid out, or for the service performed, in addition to the service they rendered the public in carrying passengers?—I think the Post-office, in using the lines for the public service, is just as much bound to bear its small proportion according to the duty it performs of the interest of the outlay by which alone the service is performed, as any other private individual.

3024. Carrying that principle out to an extreme, would not it involve, in the case of a line of railway, which had turned out a complete failure in all respects, if the Post-office used it for the conveyance of the mails, that it would be compelled to pay interest upon the money?—Certainly not; I only ask them to pay the same interest upon the money that different parties of the public are paying; if that produces no dividend I cannot help it; I do not ask the Post-office to pay a dividend. If in this country there is a particular work which has cost 10,000*l.*, and the Post-office chooses to use it equally with every other party, it is bound, I think, to pay its share of the interest of that 10,000*l.*, just in the same way as any other individual who chooses to use it.

3025. Mr. *Fortescue.*] Just in the same way as a carrier bringing his goods upon the line?—Yes.

3026. Not beyond that?—Not beyond that. If that does not make a dividend to the proprietors, that has nothing to do with it.

3027. *Chairman.*] In the arbitrations which have taken place between your Company and the Post-office, what principle do you think has been acted upon by the parties engaged?—There have been no arbitrations between the London and North-Western Company and the Post-office, but I have been personally engaged in a good many. I think I have acted for seven companies in arbitrating.

3028. Upon what principle have you acted as arbitrator?—I have contended that the Post-office, although armed with the power of using the railway at its own times, and under its own regulations, has neither a legal nor equitable claim to exemption from those fair and reasonable charges which, for a similar service, accompanied by similar constancy, would be made to any member of the public armed with ordinary powers only, and using the highway under the powers granted by Parliament at times suiting the convenience and economy of the company. That is the general view I have taken as to the right of the company in those arbitrations. I may add, that I consider the Post-office are legally and equitably bound to pay to the company the remuneration that would be charged

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to any other party using its railway plant and organisation, having regard, as I have stated, to the similarity of circumstances and constancy of use; and again, the company has a right to fair allowance for damage, if any, consequent upon the running of trains, hired solely with a view to postal convenience, without regard to the convenience of the railway.

3029. I think you state that the average cost of the trains upon the London and North-Western has been 6*s.* 5*d.* per mile for the year; what does that include?—The total expenses of the line, with interest upon the stations and upon the line itself, calculated at five per cent. divided into the total mileage run by trains during the year.

3030. Are the branches included?—Yes, the branches are included.

3031. Could you give the Committee a statement of the trains from London to Edinburgh and Glasgow of the same kind?—No, I could not.

3032. Supposing the system of special trains were established, you would not attach the same expense to an express train containing, for instance, only an engine and tender and a Post-office carriage, that you would to one of the general trains of the company?—I think the probability is that the loss entailed upon the company, taking into consideration the awkwardness of the time which might be fixed, the speed at which this train might have to run, and the necessity of making everything give way to it, would render that train more costly than any other train which they ran upon the line.

3033. That is, supposing it did interfere with your traffic arrangements?—Certainly.

3034. Supposing it did not interfere with your traffic arrangements, you would not charge the same price?—Undoubtedly not; all these circumstances, each case being *sui generis*, are taken into consideration by the umpire or arbitrator in fixing the amount to be paid for a service.

3035. What is the system usually adopted by the Post-office arbitrator in opposition to you?—The Post-office arbitrator, I think, has very much modified his views recently; in the earlier period of railways, he took very high ground indeed; he seemed to think that we ought to consider it an honour to carry the mails at all; recently he has been compelled to adopt the view which has been adopted by so many high-class umpires; and, looking to the Act of Parliament, he has, as I have stated, altered his opinions very materially. I think the view of the Post-office arbitrator is somewhat of this kind: that the bare cost of the service performed should be accorded, without any allowance whatever for the use of the railways, which have cost so many millions of money; in other words, that the equity, if not the legality of the case, requires that the General Post-office should be enabled to use compulsorily the property of the railway proprietor; should exclude from consideration his rights over that property as a means of earning his income; should refuse to compensate him for the derangement and waste caused by the intrusion of the General Post-office service, performed at high speeds and at the most inconvenient hours, to the detriment of his general traffic; and should then offer him a sum which may nominally represent the cost of mere haulage and use of carriages, but which, by the fallacious mode (as I venture to call it) of calculation adopted, would practically give a portion only of that very cost itself. For example, the mode invariably adopted by the General Post-office arbitrators in stating their case for the consideration of the umpire, is, first, to declare that, because a Bill was brought into Parliament (I may state in passing that I take these remarks from cases of the Post-office arbitrator) 14 years ago, in which the General Post-office attempted to compel the railways to carry the mails free of profit, the same idea should now be preserved by the umpire, although Parliament rejected the measure at the instance of Sir James Graham and a majority of the House of Commons, and very properly left the General Post-office in exactly the same position as any other party using the railways, and with no legal advantage (except the power of compulsory use at their own hours and orders) over any other party.

3036. You say that it is no longer persisted in?—I think it is very much modified of late. I think the Post-office arbitrators, at a former period, used to call upon the companies to state what their receipts by the trains were; and the fallacy of that argument was very strongly shown, I think, in an arbitration which I had, of which Sir James Graham was the umpire. The Post-office arbitrator would make out the cost of a train; he would say, "That is my train; now what are your passengers by it?" and if the passengers turn out to be more than the

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cost, it resolved itself into this absurdity, that the Government would derive the profit, and we the honour. If the cost was 3*s.* per mile, and the passengers came to 4*s.*, the Government would be 1*s.* in pocket.

3037. Was that ever acted upon?—It was repeatedly attempted to be acted upon. That view, I believe, is much set aside by the umpires in the cases I have had to deal with; I think the Government have even altogether abandoned the plan; I am led to think so, because, on recent arbitrations which I have had, the Post-office arbitrator has no longer asked for that information.

3038. Can you suggest any mode of conducting arbitrations between the Post-office and railway companies which you would consider fairer than the present system?—I should be really at a loss to do so; the present mode appears to me to be very well calculated to do justice to both sides. The process is shortly this: the company is either dissatisfied with the Government, or the Post-office is dissatisfied with the payment they are making, or such an alteration takes place in the service as to render a new settlement necessary. The process immediately is, that the company should ask a sum, which sum the Government generally refuse, and they agree to go to arbitration. The Act of Parliament prescribes very clearly how that shall be proceeded with. The Government nominate their arbitrator within 14 days; the company does the same; they meet. I give you my experience, as I stated, in these arbitrations I have had with the Post-office. Their first duty is to select an umpire. Now I have never, except in one instance, had any difficulty in agreeing with my co-arbitrator on the part of the Post-office with regard to the umpire. I will explain that particular case if the Committee wish; but certain names are submitted by the one side and the other, and I have always found that we have had no difficulty in choosing one name out of the two lists. We immediately sit down there and then, and write a letter to that nobleman or Member of Parliament, as the case may be, asking him to undertake the duty; the letter is signed by both parties. If he does undertake the duty (in no case have I ever known him refuse it) a nomination is drawn up in a legal form, under the seal of the company, and with the signature of Lord Canning, and is forwarded to him as his instrument for acting. Both parties then make out their case, an elaborate case it may be, and they send that to him within certain specified days; because the Act of Parliament is rather stringent, and provides that he shall give his award within 28 days after receiving the cases of the arbitrators. Those cases are forwarded to him, and if he is not satisfied he calls upon the two arbitrators to meet before him. In the case I was thinking of at the moment, Sir James Graham, who acted as umpire in the Lancaster and Carlisle case, sent for us both to Netherby; he had his own lawyer at his left hand, and he paced us out for a day and a half, I think, as to our respective views upon those cases. We gave *vivâ voce* evidence, and he gave his award; and that has been the practice adopted in every case except the one to which I have alluded.

3039. According to your experience under the present system, has not there been a great variety, not only in the principles upon which the awards have been ultimately made, but in the amounts for similar services?—No; I think, although I have stated that there was in the earlier period of arbitrations a difference in the principles, because they were not sufficiently established, there is now very little difference in that respect; nor can I admit that there has been great variations in the decisions with regard to the amounts, taking the circumstances into consideration. I think the great mist which has been thrown over this subject, has arisen from the apparent difference in the amount, which is easily susceptible of explanation, keeping in view the totally different circumstances of the case. I do not know whether I may be allowed to allude to one specially, which has been under the notice of this Committee, namely, the York, Newcastle, and Berwick. My reason for asking the Committee's permission to say a few words upon that case, is, because I happened to be the arbitrator for the company in that case. The Marquis of Blandford was our umpire, Captain Williams acted for the Post-office; and the result of that arbitration was to give a sum three times as large as the company had been receiving previously. From the remarks I have heard made to this Committee, and the evidence I have read, I think the impression may possibly be conveyed to some members of the Committee, that that is a large award; I am prepared to contend, if it has any fault at all, it is much less than should have been awarded under the circumstances. The circumstances of the railway and the service were so totally different, that although three times the amount appears large, it is in fact very small. In the first place, I

should

should state that the service itself, and weight of the mails, is more than three times what it was upon the first award; the first award being admittedly too small, inasmuch as, when I met my co-arbitrator, he at once consented to advance it; we could not agree upon the advance, and the case went to arbitration. Not only has the service increased threefold, but the weights conveyed have increased 387 per cent., including the conveniences specially appropriated to Post-office services; the number of Post-office servants carried has increased 81½ per cent. Now those elements alone would, I think, sufficiently warrant a very large increase in the amount which has been made in the award. That does not exhaust the subject by any means; the speeds have increased 26½ per cent.; although that is only a fourth, I must ask the Committee to bear in mind, that cost of speed is generally, by railway, considered as something like the square of the velocity, and not a mere rateable increase; so that, in taking all these circumstances into consideration, if there had been no other elements at work, I venture to think, that the Marquis of Blandford gave a very low award in the case of the York, Newcastle and Berwick. As it is very short, I will just read the few words with which I closed my case before the Marquis of Blandford. "Seeing that, by the deliberate decisions of Parliament, the Post-office is not entitled to any privilege whatever over any private individual, so far as pecuniary considerations are concerned; that the duty is now performed at greatly increased speed; that the original payment was totally inadequate; that all recent awards between the Post-office and the railway companies have given a large increase; that the Post-office has entered on a vigorous competition with the railway company for the carriage of small parcels, by means of the very low rates they have been able to obtain; and lastly, that the working expenses of the company were vastly increased by the rise in wages and materials of every description, I can have little doubt that the sum I have named, namely, 4 *s.* 6 *d.* a mile, may be justified on every principle of fairness and equity." The Marquis of Blandford gave me 2 *s.* 6 *d.* a mile.

3040. Some of these items to which you have alluded, for instance, the carriage of Post-office servants having increased 81½ per cent., do not necessarily increase the cost to the company in equal proportions?—No; nor if, when our train is starting from Euston-square, the Honourable Chairman were to come as a passenger, would it actually increase the cost of that particular train in taking him down to Warrington. We must take this as an average over the whole. There is a new expense rising up with regard to Post-office servants which has never yet been considered by arbitrators; that is, if we hurt a Post-office servant we have to pay them the same damages as if we had received their fares. We had a slight collision some time ago, in which a Post-office servant was hurt; he brought his action, and we had to pay several hundreds of pounds for hurting him, although we had no payment for carrying him.

3041. You say you have not found in your experience any great variety of decisions under the present system?—No great variety, if you take the totally different circumstances under consideration. The umpires are a class of noblemen and gentlemen who have taken immense pains, but who have no means of seeing what umpires in other cases have awarded. I will mention, just in passing, the names of some of the noblemen and gentlemen who have acted between Captain Williams and myself: Sir James Graham I have mentioned; Lord Wrottesley, the Marquis of Blandford, the Honourable Edward Strutt, and Lord Eglintoun; those are the class of men who have acted. I must say, if you were to take half-a-dozen awards as I have, the umpires having no means of seeing what has passed in other cases, and you were to submit those to any impartial tribunal, I think you would say that they bore a wonderful similarity in their results.

3042. Have there been many remonstrances on the part of the railway companies against the present Act of Parliament, which precludes them from breaking an award if it is disadvantageous to themselves?—The present Act of Parliament is certainly highly in favour of the Post-office. I think they are not very judicious in mooting that question at present; if an award is given, it is binding upon the company for three years; the Post-office might immediately, if it did not alter the speeds or stopping-places, throw in a large amount of oyster barrels, and the company could not open the award for three years; the Post-office could open it by a single minute's alteration at any station, and call for a new arbitration.

3043. Have not there been upon the part of the railway companies strong

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feelings, that certain awards have been made which were unjust to the railway companies, and if they had the power they would have given notice to open those awards?—I have no doubt that some of the railway companies have thought they have been underpaid by the umpires. I think, viewing their several circumstances, they have been fairly dealt with according to the judgment of men who have no interest one way or the other.

3044. Has not the Post-office exercised its power of breaking awards, from the belief that the awards have been too high against them?—I heard Mr. Rowland Hill, the other day, say that the Post-office had never given notice to get rid of an award, and of course I am bound to believe him; but certainly I must say, that the notices have come most singularly close upon the awards if they did not like them.

3045. Do you see any objection to men of great experience being selected as permanent umpires between the Post-office and the railway companies?—Yes. I think I may venture to say that a permanent umpire would be a permanent injustice. At present the Post-office stands upon vantage ground. They have a permanent arbitrator; that is to say, their present arbitrator has this advantage. He knows the circumstances of every railway company; it is his business, it is his study, and his official occupation, to be continually at this work. The companies have this certain disadvantage, that they select me to-day and some other person connected with railways to-morrow. They have constantly varying arbitrators; and they look, in fact, very much to the umpire, who is therefore, if possible, selected from the class of men to whom I have alluded. If you had a permanent umpire his mind would very soon necessarily get into one particular groove, so that he would either invariably give dissatisfaction to the Government, or as invariably to the company, as he happened to take a particular line. I think the present mode of selecting a great number of men with a variety of intellects to bear upon this subject, is the fairest mode of arriving at a proper and just interpretation of the Act of Parliament.

3046. Supposing you were to take a very experienced engineer; for instance, the head of the Institution of Civil Engineers, the character of that engineer being before the public, do you think an umpire of that class would not give, on the whole, satisfaction to both the Post-office and the railway companies?—No, I do not. He would soon be viewed in the light of a Government nominee, or so mixed up with the railway system, that the Government would not have fair play.

3047. Why do you think so?—I cannot tell why, but I think that would be the result.

3048. It appears, from evidence which has been given before this Committee, that in numerous instances where it has been suggested that the mails should be carried by railways instead of by mail carts, the public have been deprived of that advantage from the fear which the Post-office have of the uncertainty which attends the awards given for railway services?—I think it has rather arisen, not from the uncertainty of the award, but from the certainty that they would be called upon to pay a fair price. The price looks large, compared with what they can do the service for in a gig.

3049. Have you read Mr. Rowland Hill's evidence upon that point?—I have.

3050. Do you think, from the nature of that evidence, that if the Post-office could calculate with more certainty upon the price to be paid for railway services, a greater use would not be made of the railways than is made at the present moment?—I do not think it has anything to do with the calculation of the amount which has to be paid; it does arise from the fact which the Post-office knows, that if it goes to arbitration the companies will have a fair price awarded, and the price may be high in reference to the number of letters to be conveyed.

3051. In the arbitrations in which you have been engaged, have any great delays taken place?—No, I have never found any necessity for delay; I have always found the Government arbitrator very willing to proceed as rapidly as possible; the companies certainly, who are out of the interest of their money altogether, have no motive in delaying the arbitration.

3052. You spoke just now of the mode in which the Post-office has availed itself of the power of giving notice to break awards; have you any evidence which you wish to offer upon that point?—I find on the North Union, for instance, which

which is a line, as you know, from Parkside to Preston, there have been four arbitrations since 1849: the umpires in those cases were Sir J. Burgoyne, the second was D. Maude, Esq., the third, Lord Wrottesley, and the fourth, now pending, is Lord Eglintoun. The first decision gave them 4*s.* 5½*d.* a mile as far back as 1839, the speed was then 16 miles an hour; now the amount of mails carried is five times as large upon the North Union, and the speed has gone up to about 35 miles an hour, the payment received by them is 3*s.*; and taking advantage of an acceleration which has opened the case, the Post-office has given us notice that they will go to a new arbitration. The company were quite prepared, notwithstanding that slight alteration, to have gone on receiving their 3*s.*, but the Post-office has called for a new arbitration. The cases have gone in to Lord Eglintoun, and I hope to have his decision in ten days or a fortnight from this time. There are a number of others, but I do not know that any very great complaint has been made by the companies; they think it rather hard to be put to this additional expense, annoyance, and delay, and loss of interest of money, while the arbitration is pending; the Post-office never pays from the moment it gives notice.

3053. Mr. *Philipps.*] Is there any fixed unit whatever that can be assumed as an element of calculation in adjusting the remuneration between the Post-office and the railway companies, or must it be dealt with according to the special circumstances of the case?—It is impossible to fix a unit for so totally varying a service; you must deal with each special case as it arises. I do not know that you can get a fairer decision, than leaving it to a party who is perfectly uninfluenced. I may say that, in selecting an umpire, only two points are looked to: first, that he shall be a high class man, beyond suspicion; that he shall be a man whose character entitles him to weight; that he shall not hold office immediately under the Government at that time; that he shall have no interest, directly or indirectly in the railway company, and have no law-suit pending with them. When these questions are answered, we take the man.

3054. Does the working rate per mile differ very much?—The highest is on the Great Southern and Western, 4*s.* 6*d.* for a night mail, and I believe it goes down to about 3*d.* or 4*d.* The Brighton Company carries a mail at 2*d.* a mile.

3055. I believe, on the North-western line, the expense varies on different parts of the line; is it not made a subject of complaint at the meetings of the London and North-Western Company, that the working expenses of the southern portion of the line are greater than of the northern portion?—Yes.

3056. That is accounted for generally by the difference of circumstances?—The difference in wages in the South of England, as compared with the North, for that particular class of labour, and the difference of the price of coke that has to come from the north to the south.

3057. If this difference takes place upon one railway, the natural inference is, that it would be impossible to determine a fixed mileage rate all over the kingdom?—It would be a very unjust thing. In the great element of expense, namely, the locomotive power, one-third of the cost is coke. We pay, south of Rugby, 23*s.* a ton, for that which a company in the north pays 7*s.* or 8*s.*; therefore, if you had an unvarying rate, it would be, as I have stated, an unvarying injustice.

3058. I think you have spoken of a case of alteration taking place in the service, which would make a new settlement necessary; and you consider, under the present Act of Parliament, a very trifling alteration of the service would give the Post-office the power of opening the whole question?—If the Post-office were to alter one second at any station on the line, it has the power of opening the award.

3059. Do you consider that the railway companies have reason to be apprehensive of being treated with hardship under that Act of Parliament?—I think I could point out cases in which there has been a little hardship; at the same time we must bear in mind, that a large responsible department of the Government, like the Post-office, will not open those awards very grossly. Although, in some instances, I think they have run us pretty hard, I do not know any grievous cases of repeated openings of awards, in order to resettle the amount. I have given four cases with reference to one railway since 1849, and I think that is about the strongest case with which I am acquainted.

3060. Should you be inclined to suggest that there should be some provision made, that small and comparatively trifling alterations in the service should not enable the Post-office to open the whole question, but that the matter should be settled

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according to the special circumstances of the case?—I think that might be a very fair way of dealing with it; there might be difficulties in the awards, and any inconvenience to the company would be obviated if the Post-office had to go on paying till the new awards were made.

3061. Mr. *Fortescue.*] You said something about the profit derived from passengers in a mail train; do you mean to say that that is not an element to be taken into consideration in determining the remuneration which the Post-office should pay for conveying the mails by that particular train?—It has nothing at all to do with it.

3062. Do you think, if you have a particular train which suits your own purposes for the conveyance of passengers, and brings in a large revenue, the Post-office should pay as much for the conveyance of mails by that train as by a train which you would not run for your own purposes, and which does not bring in a revenue from passengers?—Just the same; I think it has nothing to do with the question, if it is a train under notice.

3063. It appears to me that mail trains may be compared either to a special engine, we will say hired by a private individual for his own purpose, or an ordinary train used by a private individual for the conveyance of goods as a carrier; would it not seem to you that where the Post-office merely made use of a train for its purposes which you run for yours, and from which you derived a large revenue, and which you would run whether the Post-office used it or not, that you can hardly expect them to pay as high a remuneration as when they required from you a special train for their purposes, which you would not run for your own?—If you are comparing what they are to pay for availing themselves of an ordinary train, with what they are to pay for a special train, then we get back to the subject which was spoken of before. If you ask whether, if the Post-office used one of our trains, it is entitled to any privilege or advantage whatever over the rest of the public, in regard to the pecuniary compensation for the service, I have no hesitation in saying that neither the Act of Parliament, nor the equity of the question, would entitle them to such preference; they are bound, I think, to pay just the same for the same service, taking the constancy into consideration, that any other party would pay for the same duty. I recollect the subject was strongly illustrated by a very pertinent remark made by Sir James Graham. This pertinent question was asked by Sir James Graham of the Post-office arbitrator: "Do you consider that if I am going up from Netherby to London, and I come to the station, and find the train remarkably well filled, I should say to the station-master, "You have such a capital train to-day, that you must take Lady Graham and myself cheaper?'" That was the illustration given. The Post-office pays a varying price according to the weight, and according to the duties performed, without reference at all to whether there are many or few passengers in the train.

3064. Supposing Sir James Graham, instead of making use of that train for Lady Graham and himself, had called upon you to put on a special train for his purpose?—Then he would fall into the category of the higher price for a special train.

3065. Do you think there is any difference between these cases: the case of the Post-office requiring you to run a train for their purposes, and the case of the Post-office sending its peculiar description of goods, mail bags, by a train which you run for your own purposes, and from which you derive a large revenue?—If the Post-office came while we had a train on the line, and said, "We want to send bags by that train," we should probably ask them less, bearing in mind the constancy of the service, than if they asked for a train at an inconvenient hour. That has regard more to the displacement of our general arrangements than to the mere cost of running the train. If a ton of bags come, you must treat that ton of bags either as a ton of periodicals, or anything else, or you must treat it as a special service. Now we have been accustomed recently to view those as ordinary traffic. I never quote before an umpire the number of passengers by a particular train; that has nothing to do with it; I ask for a remuneration proportioned to the service which I perform.

3066. Does not the Post-office, in the one case, only require you to carry their goods by a train which suits your own purposes; and, in the other case, require you to run a train which does not suit your purposes?—When they require us to run a train under notice, the umpire takes into consideration the varying circumstances to which I have alluded, as to displacing our traffic arrangements. If they avail themselves of the existing trains, which is the case with 77 out of the 99

trains

trains on the North-Western line, and they ask no change, but to take the bags as parcels, a very much lower payment is required.

3067. It comes to this, that you do not expect as high a payment from the Post-office for the conveyance of mails by trains which suit your purposes, and bring you a large passenger revenue, as you would by a special train?—Practically we do not, unless they are under notice in such a way as to inconvenience our general arrangements.

3068. It is a very important element in fixing the remuneration which you should receive from the Post-office?—Those are a few out of the multifarious questions which the umpire takes into consideration and balances.

3069. Mr. *Liddell.*] Supposing a large number of passengers and luggage present themselves at the station, the train being already as full as it is absolutely safe for the engine to carry, are you bound to convey forward those passengers and that luggage at the same rate by another train?—I am not quite sure that we are compelled to carry half London by a particular train; it would be limited by our capacity; we know generally when a great influx of passengers may be expected; for instance, this morning we knew that there would be a great number going home from the Crystal Palace. We are sometimes overtaken by a flood of people whom we do not expect; but we protect ourselves by a bye-law, that passengers are only taken conditionally on there being room in the train.

3070. Mr. *Herbert.*] That is invariably the rule, is it not?—Yes.

3071. Mr. *Blackett.*] With reference to Mr. Rowland Hill's memorandum, is it not the case that a part of the acceleration which he proposes to make in the conveyance of letters from London to Newcastle, is effected by making Crewe the centre where the Irish letters are to be picked up?—Yes.

3072. Can you tell me what is the latest train for which the Newcastle letters from London would have to wait at Crewe; is it, for instance, the last train coming in before the train starting for London?—I do not contemplate the London letters to Newcastle going from Crewe to Newcastle; they would continue to go by Rugby, as at present, and arrive at 5½ or 6 in the morning.

3073. Mr. *Liddell.*] What would be the last train starting from Crewe, to join the York, Newcastle, and Berwick line (wherever the point of juncture might be), which the York, Newcastle, and Berwick line would have to wait for?—The train on the accelerated speed is proposed to arrive at 20 minutes past one in the morning, and it would probably be in Newcastle by five or six o'clock; I cannot tell exactly.

3074. Will you tell the Committee where it would join the York, Newcastle, and Berwick Line?—At Normanton.

3075. What would be the last train leaving Crewe for which the down train would be required to wait at Normanton?—I can only give the point at Crewe, 20 minutes past one in the morning.

3076. Mr. *Blackett.*] Crewe is to be the centre, and the Scotch and Irish letters, and so forth, will come into Crewe, to be sent on to Newcastle?—I would prefer that you should ask the Post-office authorities how they intend to deal with the letters: some time ago, I do not know whether the Committee are aware of it, the Warrington letters to Liverpool went to Birmingham to be sorted.

3077. Mr. *Herbert.*] You have mentioned the Southern and Western line, in Ireland, as being the highest remunerated railway for mail purposes?—I have taken that from your own return.

3078. Are you aware that on that line there is no express train?—Yes, I think there is none.

3079. Are you aware also that it is reckoned, as regards curves and gradients, one of the best constructed lines of railway in the kingdom?—I have no hesitation in saying that no railway with which I am acquainted is better constructed or better worked than the Great Southern and Western; I can easily explain why a high award is given. The line is kept open from five in the evening till nine the next morning for Post-office purposes.

3080. Would not that be a case in which the exercise of the power, alluded to by the Chairman, in the Government, of accelerating the speed of a mail train beyond that of the quickest train actually running on the line, would be useful to the public?—As I stated, there may be special cases, no doubt, where inconvenience will arise from that extreme limitation, arising perhaps from their being so much wedded to old habits, or from any other cause; my remark went to this, that if you vest an absolute power in some party of deciding that, you will take

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a very great responsibility in case of failure, and make the remedy worse than the disease.

3081. Here is the case of a great and important line, of very considerable length, and very favourably circumstanced as regards curves and gradients, the highest remunerated in the kingdom, and yet the mail train goes, I believe, slower than any other considerable line in the kingdom?—I think they made a great mistake, and I told them so.

3082. Would it not be useful if the Post-office had a power to make them run for that remuneration at a greater speed than they do?—I do not think that you could legislate for that one identical case; I fear it would lead you into great trouble; and I think that proper representations would get over the difficulty, without special legislation.

3083. Are you aware whether there is any similar case in Ireland?—No; but I believe the Irish lines, as a whole, run very slowly, as compared with their power.

3084. And as compared with their remuneration?—Their remuneration does not so much depend upon that, as upon the expenses of keeping the railways open all night, which otherwise would be closed all night.

3085. Mr. *Liddell.*] You have stated, I think, your opinion that fixed umpires are not desirable?—I think not.

3086. Do not you think that the more a man is concerned in railway arbitrations, the better and more just ought to be his decisions; if those umpires who you have stated are persons chosen particularly because they have no connexion whatever with the railway, and very often have no knowledge of the subject, they can merely decide upon what they think is equitable?—They decide upon a great bundle of facts, and reasonings founded upon those facts, submitted by the two arbitrators on behalf of the company and the Post-office, who, to some extent, may be considered in the light of advocates of their respective interests.

3087. Do not you think that the oftener a man is placed in a position of deciding those masses of evidence which you have described, the more equitable his decisions would be likely to be?—My experience shows me that the present system works remarkably well, and I fear that a professional arbitrator would very soon necessarily be led into the same train of thought, and be unfair to one party or the other; at present it regulates itself.

3088. You do not think that the high awards, in the instances in which they have been given, have proceeded from ignorance upon the part of the umpire?—I do not think they have, because the Post-office has always the power of remedying that, as I have stated, by a slight alteration, and a reference to some other umpire.

3089. Mr. *Fortescue.*] Supposing the Post-office served a railway company with notice for two new trains, and one of those trains turned out to be very good for the conveyance of passengers, and very remunerative to the company, and the other turned out to be very bad for the conveyance of passengers, and brought in no revenue from that source to the company, do you think that the Post-office payment ought to be the same in both cases?—You are putting an extreme case. I am not prepared to say that an extreme case should take it out of the general rule which I have laid down, that the railway company should be paid for the service it performs, bearing in mind, as I have stated, the general inconvenience which there would be by the selection of the Post-office of a particular hour, to which everything must give way. If that train fixed by the Post-office were appointed at an hour which would be likely to draw passengers, the probability is that the railway would find it to their interest to weave in as much of their own service as they could; that is their look-out. If, on the other hand, the Post-office were to fix a train in the midst of other trains which are running, the Post-office must pay for that disarrangement. I do not know that I should consider it an element fairly to be brought before the arbitrator what we were earning by that train.

3090. Is it not the case that the train upon the York, Newcastle, and Berwick line, of which we have heard so much, and which forms the subject of Lord Blandford's award, is the principal passenger train upon that line?—It so happens, I may mention to the Committee, that that train earns less than the average of the trains. If I had thought it desirable, and it had been competent to me to urge that as an argument, it would have strengthened my case. I

omitted

omitted the facts altogether, because I did not think they were fairly to be brought forward.

3091. Supposing that train had been running at such an hour as would have evidently made it a very inconvenient train for the conveyance of passengers, and from which you could anticipate no passenger revenue worth speaking of, would you have thought that a ground for asking additional remuneration from the Post-office?—If that train had been run at such an hour as to interfere with the staple traffic of the York, Newcastle, and Berwick line, which is the case in point; that is, the York, Newcastle, and Berwick principally deriving its revenue from coals and goods, their receipts from those sources being double those from passengers, if the Post-office train was stuck in the middle of those trains in the night, I should ask a large price for that disarrangement.

3092. The point is, whether a new train, of which the Post-office has given the railway company notice, is likely to be a good passenger train or not, and whether or no that consideration is not a fair consideration for the railway in fixing the remuneration to be paid by the Post-office?—No; I should be sorry to import that now into the question; it would land us in the other absurdity which I have stated. If it was a very good train indeed, the Post-office would want to be paid for the honour of sending the mails by it.

3093. *Chairman.*] Would it not equally land you in the other absurdity and the other extreme, that the Post-office should pay for the whole train if it did not pay?—No, I do not think so; the arbitrator, whoever he might be for the time being, would take the best ground which he could, of course, to make up his award.

3094. Mr. *MacGregor.*] If it were a fixed remunerative train which the company had put on the line for its own purposes, the Government would avail itself of sending a guard with the letters?—Yes; practically these difficulties do not arise, for the railway companies, I think, have not been exorbitant in their demands; they have always been ready, so far as my experience has gone, to render the Government the largest possible service, and they have always endeavoured to avoid collision with so important a public department as the Post-office. I may add further, that there is always with the Board of Directors of a railway company a certain pride in performing the postal communications of the country, and they desire to have no grievance, as they may be quite sure that if they quarrel with the Post-office they will get the worst of it in the long run.

3095. Mr. *Liddell.*] I think your evidence takes this general view, that the conveyance of mails is not a very lucrative service to the railway companies; is it your opinion generally that it is so?—It is not a very lucrative service to the railway companies, if you take into consideration the disarrangement of their general business, and the means with which you have armed the Government for cutting up the revenues of the railway companies.

3096. *Chairman.*] Might not it be taken with some consideration of what the line is; are there not lines in England where the Post-office payment forms nearly one half of the whole revenue of the Company?—I do not know at all; I cannot meet all those cases; I dare say my opinions will not be unbiassed by a particular view; but I have had considerable experience in those matters, and I confess that I think the decisions of so many umpires, all tending in one direction, if the Committee were to see the cases, are based upon something like a similarity; and the principle, by arriving at something like a similar result, shows that the thing cannot be very far wrong.

3097. You have stated that the Post-office service was not, generally speaking, a very remunerative traffic to the railway companies, but if it should turn out that the Post-office payment forms a very considerable proportion of the revenue of a company, your observation would turn out to be unfounded?—Certainly; it is difficult to know where action and re-action begins. One of Mr. Rowland Hill's arguments in favour of the present system was, that it induced people to travel and send goods. If you are to go to those remote results of the theory of intercommunication, I do not know where you are to draw the line.

3098. Mr. *MacGregor.*] Upon the subject of arbitration, the office of umpire is by no means an easy one; from the character of the questions, and the amount of time occupied, the gentlemen whom you have mentioned have had no little trouble?—I can only judge from those facts; I have been surprised at the intimate knowledge which those gentlemen and noblemen, principally, have obtained

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of the subject upon which they were about to decide. They always asked for interviews, and I found that they put questions to me, and turned over one part of my case, and contrasted it with another, in a manner which showed that they had got up the subject as well as I had myself; and if I had attempted to throw dust in their eyes, or anything of that kind, they would have found me out. They have certainly given an immense amount of trouble to the subject; no one is a better judge of that than the Honourable Chairman, who has given a great deal of attention to these subjects.

3099. If the plan were adopted of appointing a permanent umpire, you would hardly find gentlemen who would devote themselves to a business which gave them so much trouble?—You must pay them; and then they are open to all the objections I have named.

3100. Are they to be paid by the Government or the railway companies?—It is not for me to decide that question.

3101. Will not that question arise?—Yes.

3102. Under any circumstances, you would not expect to obtain the services of men of higher standing than those that you have named?—It is a matter of plain common sense, not involving any legal technicalities. I would rather have a man whose mind was totally unbiassed, who read the two papers, and took the facts and decided fairly between the parties.

3103. If an umpire were so appointed in consequence of his holding a peculiar office, the persons who hold that office being liable to change, you would be just where you are now, with no power of selection; the President of the Institution of Civil Engineers changes every year, does he not?—Yes. I think there would be an objection, because he would be a railway man.

3104. And therefore more likely to be biassed than the eminent persons whom you have named?—Yes. Noblemen are purposely selected because it is supposed that they are unbiassed either for or against the Government or the company.

3105. *Chairman.*] Mr. Rowland Hill has suggested as a means of enforcing greater regularity, that a system of mutual fines should be imposed upon the railway companies and the Post-office; do you see any objection to that proposition?—I do; I am sorry to object to any thing proposed by Mr. Rowland Hill, because no one is more sensible than I am of the extraordinary amount of intellect which he brings to this question, and he has to a certain extent some railway experience. I think it would involve a very great amount of unpleasantness. I have here a paper of proposals made by the Post-office, in which the subject of mutual penalties for delays is mentioned with the temptation of premiums to the company if they perform the service well. With respect to the question of time, if both parties were in a similar position, there might be a certain degree of fairness in it, but if the time-bill is to be absolutely settled by one party, and the fines levied upon the other, I do not think that would be very fair. Then, again, there is another difficulty, which I rather think Mr. Rowland Hill has altogether lost sight of. I mentioned in my last examination that there was no reason why we should not keep perfectly accurate time, allowing for contingencies, which no man can guard against, if the mails were delivered to us in proper time, but if the mail is delivered to us half an hour after its time, I am not prepared to say that it would arrive at its destination half an hour after its time; it gets entangled with other trains, and the whole system gets into confusion, not from our fault. We should be landed in this difficulty if another company makes default, or if the Irish steam-boat meets with a gale of wind, or from any other cause the mail is not delivered to us in time, we should be subject to a fine, because we had not done an impossibility. There is a salient objection, I think, to the system of fines, in addition to the one to which I have alluded; it is not fair for one party to fix the service and levy a fine upon the other party for not performing it; we cannot, by the constitution of the Act of Parliament, be consulted upon or have no right to a veto upon it. The temptation of a premium might do something, but we should probably, if we got that premium, distribute it amongst our servants, so as to hold out an inducement to them to be more active, and it is possible that it might have its effect. I am sure that the system of fines would lead to delay, and daily arbitrations as to who was in fault.

3106. Mr. *Liddell.*] By inducing an engineman to conduct a train beyond the proper speed of the engine, you might be involved in as great a difficulty as being unpunctual?—We do not allow the speed to be made up when the delay arises from

from the default of other parties; we should not consider ourselves entitled to overtax our men or the road from the default of other parties.

3107. Would not a premium induce the men to do that?—The premium I had in my mind, was principally with reference to the regularity upon my own line. If the mail were delivered, as it was last year at Preston, sometimes an hour after its time, I should not allow the engineman, under any circumstances, to make up any part of that hour in running to London.

3108. *Chairman.*] Would you object to a system of fines for not keeping up the speed between certain points?—I think it is subject to the unfairness to which I have alluded, that the Post-office, which is the party to lay down the duty, is also the party which levies the fine. They would say, "You can run these particular trains at 40 miles an hour." We might say, "Yes, we can," and then a terrific storm comes on, or some contingency comes on, such as a bridge being down. We had, during the late severe season last year, four or five bridges down; and those are contingencies that we cannot guard against, although we might be subject to severe fines for want of regularity.

3109. Seeing that the Post-office allege that one of the grounds of the irregularity of the mails is that the passenger traffic is an impediment, can you suggest any means of giving security to the Post-office that the irregularities from that source should not arise?—I admitted fully in my former examination, that I considered that I was bound to perform the Post-office service in the times laid down; and I think, if we failed to fulfil that obligation, the public voice and Parliament would very soon bring us to book. I cannot give a better illustration of that, than the fact of this Committee. There were several very irregular trains; that irregularity was brought to the notice of Parliament, and a Committee has been appointed to find out how it is to be remedied. Railway directors are continually looking to public opinion, and they are particularly desirous to perform the postal service with regularity.

3110. It appears, notwithstanding that apprehension of a Parliamentary Committee, that considerable irregularity has prevailed, either on the part of the railway company or of the Post-office?—It is quite true, there being an aggregate of 12 or 14 railway companies mixed up with the irregularity of the Post-office, that the system had got out of gear.

3111. As it is quite possible that such a train of circumstances should recur again, can you suggest any means to insure greater regularity for the future?—I do not know, if you put fines upon us, that it would make the engines run regularly.

3112. Mr. *MacGregor.*] Does not the regularity of the service involve the necessity that the two departments should work in unison, and that the greatest efforts should be made by each?—I can only repeat what I have already said, in which I think I am reciprocated by the Post-office officials themselves: that the more the railway companies and the Post-office put their heads together, and try to rub off all difficulty, and harmonise two very difficult services, the better; by that means you will get a more efficient service than by pitting the one against the other, and causing irritation and delay by a system of fines.

3113. Mr. *Philipps.*] Would not the regularity of the trains, in some degree, depend upon the rate at which the trains are made to run; for instance, a very high rate of speed would be subject to more irregularity than a comparatively moderate rate, allowing for all contingencies?—The higher you get the speed the greater are the contingencies; with a speed of 40 miles an hour, a head wind or a strong side wind will throw out all your calculations; greasy rails, or a single pound of bad coke; after a heavy shower, bad water at a particular watering place, being mixed with sediment coming through the earth, will frequently cause very serious delays, over which the company can exercise no real influence; the higher you put the average speed, the more will those things be felt.

3114. Mr. *Fortescue.*] Still the railway companies always undertake to perform the service?—They would not undertake the service, if the Post-office were to say at what speed it was to be performed, subject to fines.

3115. Mr. *Milnes.*] You propose to accelerate the London mail by Edinburgh and Glasgow to nearly 38 miles an hour?—It is rather above an average of 37 miles.

3116. Can you state what it is now?—About 33 miles.

3117. Mr. *MacGregor.*] Your opinion is entirely against a system of fines?—Yes; I do not think it would meet the object in view; I think it would lead to

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more quarrelling than anything else, when the real thing at which we have to aim is harmony of action.

3118. *Chairman.*] What do you consider to be the remedy which the Post-office has now against a railway company which does not keep its time?—There is no legal remedy, further than they have the power of instituting a suit to make them perform their duty.

3119. In case the London and North-western Company should be very irregular in their mode of conducting the Post-office business, it would be requisite for the Postmaster-general to file a bill against them?—Yes.

3120. What do you imagine would be the result of filing a bill?—I must consult the lawyers upon that subject.

3121. Is it not the fact, that there is practically no power at the present moment of enforcing the law as it stands?—I have not looked at it in that point of view. I am not aware that the Post-office authorities have ever brought an action.

3122. Mr. *Liddell.*] Do you think that a rate of speed of about 38 miles an hour, which is proposed for the mail train under the accelerated system, is about the maximum which you can maintain with safety and punctuality on your line?—No; that makes 11 ½ hours to Edinburgh; we have one train which runs in rather less time.

3123. Taking the contingencies of weather, and so on, into account, would you like to undertake to drive a mail-train at a greater speed than 38 miles an hour?—If I had been asked five years ago whether I would do so, I should have said no; I should be sorry to say what we may not come to in the course of years.

3124. Mr. *MacGregor.*] In one of your answers you said that railway managers had begun to disregard gradients as impeding speed; I understand you to mean, comparing existing gradients as you find them upon two railways, and not asserting as an axiom that gradients have nothing to do with speed?—Gradients have a great deal to do with speed; still, as a general rule, they have not so much to do with speed as we thought they had a few years ago. Comparing the two existing routes, it is, on the balance, against the Western route; but I do not think that, as regards the gradients, could be reducible into figures beyond five minutes in the run.

3125. Mr. *Liddell.*] Do you know the Newcastle and Carlisle line?—I never was on it.

3126. Do you know that curves are so prevalent on that line that it is impracticable to drive a train beyond a certain low rate of speed?—I never heard anything about the line, and I never was on it.

[*The following Paper was delivered in by Mr. Edward Page:*]

ARTICLES which may not be sent by Post, viz.:—

ANY glass or glass-bottle; any razor, scissors, knife, fork, or other sharp or pointed instrument; any leeches, game, fish, flesh, fruit, vegetables, or other perishable substance; any bladder or other vessel containing liquid, or any article, matter, or thing whatsoever which might, by pressure or otherwise, be rendered injurious to the contents of the mail bags or to the officers of the Post-office, should not be sent by post.

Note.—In the event of a letter containing any such article being committed to the post, it may, if fully paid, be, at the option of the Postmaster-general, detained and opened, and returned to the sender; or, if unpaid, be charged with double the prepaid rates, and thus charged, be detained and opened, and returned to the sender.

Inland Office, 7 June 1854. *W. Bokenham.*

Veneris, 16° *die Junii*, 1854.

MEMBERS PRESENT.

Mr. J. Wilson Patten.	Mr. Philipps.
Mr. H. G. Liddell.	Mr. Fortescue.
Mr. Henry Herbert.	Mr. Horsfall.
Mr. M'Gregor.	Mr. Milner.
Mr. Blackett.	

JOHN WILSON PATTEN, Esq., IN THE CHAIR.

Charles Alexander Saunders, Esq., called in; and Examined.

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3127. *Chairman.*] YOU are Manager of the Great Western Railway?—Yes.

3128. The Committee have had sent to them a return of the number of minutes which the night mail train has been delayed on the Great Western Railway with regard to Bristol, Exeter, Plymouth, and Gloucester?—Exeter and Plymouth are not on the line under my charge belonging to the Great Western Company.

3129. It appears that at Bristol, in the three months of November and December, there has been considerable irregularity and delay in the arrival of the mails; can you account for that?—I have not seen the return referred to; it is received from the Post-office, I suppose; but I may state that I am aware that in the months of October, November, and December last there were several delays.

3130. Is there anything at all with respect to those three months that are mentioned in the return which renders them improper months to take as an average of the general traffic of the line?—Unquestionably; they are not months from which an average should be taken; I should say that they are months in which there is more difficulty than there is in any other season of the year in carrying on the postal service with punctuality, for many obvious reasons; and I may mention, that these being night mails, we suffer in those months of October, November and December peculiarly from fogs and hoar frosts, which occasion a slippery state of the rails, and in most respects we have then the heaviest trains to carry.

3131. Even more so than in February and March?—Yes; we have always found, in going over the period of the year within which there have been the heaviest trains, that they have been in those months, namely, the three months of October, November, and December. Some of the delays, no doubt, have arisen from accidental circumstances, probably from some derangement of the machinery.

3132. Some of the longer periods that are mentioned in the return?—No doubt. I wish to observe, that I should have been better able to give you distinctly the circumstances attending these delays, if I had had an opportunity of knowing previously that it was the wish of the Committee to have any return of them explained.

3133. Have you any observations to make upon the mail traffic of the Great Western line?—Do you mean with respect to the mode of carrying it on?

3134. Yes?—We find that we can carry it on with punctuality in almost every part of the year except these three months; at other times, and even in the winter, we find no great difficulty in carrying on the traffic; but occasional delays at stations, arising from the transaction of our own business in connexion with these trains, as well as the business of the Post-office, unavoidably throw them behind time.

3135. What rate of speed is required of you by the Post-office between London and Bristol?—The running speed, as between the stations, is reckoned to be about 37 miles an hour; that is, making due allowance for stoppages at the stations, and the time lost in shutting off steam, and again restoring it.

3136. Have the Great Western Company had any reason to complain of delay on the part of the Post-office in the delivery of the bags?—No, I think not; but

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but frequently it happens that the bags have arrived late when our trains are ready to start, and in consequence of that they are delayed.

3137. At the London station?—At the London station; but I must admit that frequently also our trains have been delayed from the want of space and convenience at the old Paddington station; and sometimes at night, when the parcels have been heavy, the trains have been delayed in starting owing to that circumstance. I do not complain of the Post-office, for I believe they do their best to send the bags quickly; but the delays in starting have arisen from the two causes I have named, occasionally from the Post-office bags not arriving in time, and occasionally also from our own want of sufficient accommodation at that time for parcels. I think the latter inconvenience is entirely cured now, by the more spacious premises we have at Paddington.

3138. Have you any reason to complain of irregularity on the part of the other lines which join you at Bristol?—I do not know that there is any peculiar irregularity on their part that would not apply almost as much to the Great Western line. I should be sorry to convey an impression that they are at fault more than ourselves; no doubt there are the same irregularities in the arrival of trains coming up, that we find in the case of the trains going down, and I apprehend that both are incidental to the same causes; the Committee is quite aware, no doubt, that during the running of the night mail trains, the line is of necessity very much occupied with slower trains, that is to say with the irregular trains conveying goods and minerals: the larger and more substantial operations in the way of repairs to the railway are necessarily performed at night; and the trains for ballasting are also running over the line during the night. The night fogs and frosts very much affect the rails; and in my communications with the superintendent of the locomotive department, I have ascertained that where delays have arisen with heavy mail trains, that they have been very much occasioned by the state of the weather, and the slippery state of the rails.

3139. What is the speed of your express train that does not carry the mails?—Our express train in the day-time is regulated at a speed of about 49 to 50 miles an hour, that is to say, the time of running between station and station will amount to about 50 miles an hour.

3140. Are you able to say whether that train is worked with greater or less regularity than the mail train?—The express train is naturally a train of greater regularity than the mail train.

3141. If a greater speed were required of you by the Post-office at the present time for the mail trains, do you believe that your company would be enabled to comply with such a requisition?—It would be quite impossible; it does not follow that because trains go more rapidly, they therefore go more punctually; the greater regularity is because the express train is much diminished in weight, and because the business is diminished in the work it has to perform; and the stoppages at the different stations being comparatively few, we are enabled to insure more punctuality than we can do with the mail trains. A train limited to five or six carriages, and stopping at only three or four places, will naturally be far more punctual than a train consisting of 10 or 11 carriages, stopping at almost every second station on the line; we could not expect to run, even in the day-time, mail trains at express speeds, with a stoppage at the number of places that is required for Post-office services.

3142. Of how many carriages on an average does the night mail train consist?—Eleven carriages, I think; there are frequently many more, but I speak of the average number.

3143. And how many carriages are there in the express train?—There are generally, on an average, not more than six.

3144. Do you know what is about the weight of your carriages?—You may reckon them at about 10 tons each carriage, including the passengers, &c. conveyed in them.

3145. Then the difference in the weight of an express train and a mail train would be the difference between 60 and 110 tons, would it not?—Yes; the Post-office have recently been in correspondence with the company, and have urged that we should carry the night mails at a speed of 50 miles an hour during the night; they call it 45 miles per hour, but there were some omissions in the calculation they made. I wrote to them by the desire of the Board, to explain that they had omitted to take into account the time lost in the starting of the trains from one terminus, and in their arrival at the other terminus. It would be utterly impossible

sible to carry the mail train at the speed required with safety to the public, or with the least hope of punctuality during the night-time.

3146. Mr. *Liddell.*] You have just stated that you find the mail trains heaviest in the months of October, November and December; do you find that also as regards your other traffic?—No, rather the reverse of it; the night mail trains are heavier in those months from other circumstances.

3147. Have you ever attempted to account for that in any way?—Yes.

3148. What is the cause of it?—We carry a greater number of parcels at that season, and we also carry fish in great quantities; those are the months in which that business and trade is chiefly carried on by means of the mail train from the sea-ports in the west of England to the stations, and also to the London market.

3149. I think you also stated that the line is always much occupied at night with goods and luggage trains; and that your repairs are also done at night?—Yes; that is to say, the substantial or larger repairs to the permanent way; when we require to take up any considerable length of rails or of timber, or to spread ballasting to any extent, that is done at night, because, if attempted during the day, it would interfere with the constant movement of passenger trains travelling at various rates of speed over various portions of the line.

3150. That, of course, is naturally a strong argument against a very rapid rate of speed being continued with punctuality or safety during the night?—During the night nobody ought to undertake the responsibility of running trains at express speed, while slow and irregular trains of goods and minerals are travelling along the line, and the repairs going on.

3151. Did I understand you to say that 50 miles an hour had been required as the running rate of speed?—The Post-office Department themselves made the calculations, and they have estimated the running speed at 45 miles an hour; but they omitted in that calculation the loss of time in starting at the departure from Paddington, besides the time required to get into speed, as well as the time for collecting the tickets, and also the time lost in reducing the speed in getting into the Bristol station. If those elements had been properly calculated, they would have brought it out, as they did in the comparison with the express trains, at 50 miles an hour. In fact, they called upon the company to carry the mails upon a proposed time-bill, which would have required an actual running speed between the stations of about 50 miles an hour during the night-time.

3152. What answer did you give to that requisition?—That it was perfectly inconsistent with safety; and that as long as the directors were responsible they must decline to do it, unless they had an order made upon them which the law compelled them to obey.

3153. Is there any maximum rate of speed beyond which you would refuse to convey mail trains at night?—I think what would regulate the refusal would be a conviction on the minds of the directors that they could not prudently undertake it with safety and punctuality.

3154. What is the rate of running speed at which your mail train goes?—About 37 or 38 miles an hour.

3155. Mr. *MacGregor.*] Including stoppages?—That is the running time between the stations.

3156. Mr. *Liddell.*] Are the gradients and the general formation of your line favourable to rapid travelling?—Yes, the gradients of the Great Western line are generally favourable; we have, however, two inclines; and frequently are obliged, in consequence of the state of the rails, to use assistant power with regard to those two inclines when the mail trains are more than usually heavy.

3157. But, taking the general length of your line, you conceive it favourable, do you not, for fast travelling?—Undoubtedly.

3158. And I believe your rate of speed is very fast?—Yes; we run at about fifty miles an hour with our express trains, limited to five or six carriages.

3159. *Chairman.*] How many express trains have you?—We have two in the morning and two in the evening.

3160. At what time do the evening trains start?—The evening train starts at 4.50, and gets down to Bristol at a little before eight; then an evening train comes up from Bristol about three o'clock, and gets into London at six o'clock.

3161. As regards those express trains, which I presume run in the dark in the winter, do you find there is any greater irregularity with them than in the case of other trains?—I think there is; but it is not the dark we are afraid of; the Post-office Department seems to fancy, in their communications with the company, that we are afraid of running trains in the dark; whereas that is not so. Of course

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the dark is rather detrimental to high speed, inasmuch as the driver cannot see so far ahead as when it is daylight; but still that is not what is cared about so much; the main objection is in consequence of having the line occupied with goods trains and ballasting trains, and also the repairs going on, added to which is the slippery state of the rails; it is not then safe to attempt so great a speed with trains.

3162. You have stated that the difference between the speed of the mail train and the express train depends in a great degree upon the number of stoppages; have you ever made any calculation what is the delay caused on your line by each stoppage of an express train?—Yes; the delay in the case of express trains is much less than the delay with the mail trains, and for this reason; the business to be transacted with the mail trains is totally distinct from and dissimilar to that of the express trains; in the case of the mail trains, the time which is necessarily occupied at the stations in receiving, counting, and delivering parcels, as well the necessary breaking up of the mail trains to put on or to take off certain carriages, all constitute elements of delay.

3163. Which do not exist in the case of the express trains?—No; the express train is limited to passengers getting in and out, which is done with the utmost rapidity, and the traffic is limited in amount; but in the case of the night mails, the guards have to get all the parcels counted in and out of the train, and there are also longer delays in re-forming the train; at night too, of course, it takes longer to break up a train and to re-form it than in the day-time.

3164. Can you form any estimate as to the time that is taken up on your line in pulling up for each stoppage?—Yes; I should say that an express train requires about five minutes to reduce and to resume its speed, besides the time it remains at rest, which, I think, may be fairly taken as that which the Post-office themselves calculate, viz. three minutes actual stoppage; therefore if you reckon that every stoppage involves eight minutes, it is not an unfair computation with regard to express trains; but with respect to mail trains, I should say eight minutes is a very moderate computation for the actual stoppages at the stations themselves; in many cases you could not do the work in less time, besides which five minutes at the least are lost in reducing and regaining steam for running speed.

3165. With regard to the Post-office work itself, is there anything in the nature of it which causes delay at your station?—No; and if the Post-office themselves had trains that were exclusively used for Post-office service, of course that would get rid of the difficulty; but then the company would be paid accordingly. The Post-office say, "No; we wish to avail ourselves of your business in order to reduce the payment;" if they are to do that, they must be subject to those delays which are unavoidable in carrying it on.

3166. I apprehend your opinion then to be, that there is no objection to the Post-office requiring special trains if they think fit?—I think there is the strongest possible objection to it if they asked to take them at the rate of 50 miles an hour during the night. It would be the surest way of sacrificing life and damaging property to call upon any company to run night trains at that speed, but at a moderate speed I make no objection to their calling upon us, if they think fit, to give them a train for their own purposes alone.

3167. Is there any distribution of bags from your line to any other?—The South Wales bags are taken over the Great Western line; we have not much connexion with other railways, except the South Wales and the Bristol and Exeter and Plymouth lines.

3168. Are you responsible for the irregularity of the trains on the Gloucester branch?—Yes, from Swindon to Gloucester.

3169. I observe that the irregularity upon that line is greater than it is upon the Bristol line; can you account for that?—Yes; it arises a good deal from the bad gradients; and we have been obliged latterly at different times to be using a single line on various portions of it. I am sorry I cannot answer these questions as fully and satisfactorily as I might have done if I had had an opportunity before I came here of seeing the return now shown to me, but, off-hand, I should say, we have had recently on the Swindon and Gloucester branch considerable repairs, and we frequently have had a single line only working.

3170. Has it happened to you to receive any complaints from the public, or from the Post-office, as to the irregularity of your arrivals at Gloucester?—Not particularly as to Gloucester; the Post-office authorities send us a letter whenever a train is late, and, whether the delay is caused by them or by us, they ask for information upon it; in the winter of this year I had one or two letters from Colonel Maberly, calling the attention of the company to delays; it was at the time

time when communications were made to other railway companies, and a general dissatisfaction was shown as to the Post-office service; those letters were answered, and explanations were given: I must observe again, that the average of October, November, and December is anything but a fair one. I do not know why the average was taken from those three months.

3171. Complaints have been made to this Committee by parties connected with the railway interest, of the present mode of parcel traffic; have you anything to say upon that subject?—We participate in those complaints very strongly; that is, we feel it to be a very great hardship and prejudice to the railway companies, that under the provisions of a Bill which certainly was intended to facilitate the distribution of postal mails and letters, the parcel trade, which was peculiarly a trade we could carry on with advantage, is taken away, without any addition or advantage whatever derived in respect to the conveyance of it; and there is no doubt it is seriously prejudicial to railway companies.

3172. Have you been able to form any judgment as to the extent to which your traffic has been affected by the exercise by the Post-office of the power of carrying parcels?—We find our traffic in parcels diminishing, and we have been obliged to adopt whatever means we can to counteract that.

3173. Of course you have no knowledge of the amount of parcels carried by the Post-office on your line?—I do not know the amount of parcels taken from us by the Post-office, but the effect has been to diminish our parcel business. For the last two or three years we have found the parcels gradually diminishing in many parts.

3174. Are there no other causes to which you would attribute the diminution of the parcel traffic?—I am not sensible of any other causes, except that the Post-office get the parcels.

3175. Do you not think that the decision in the courts of law, with regard to the power of persons to include a number of small parcels in one large parcel, has affected you?—That system has been in operation with us for a length of time, and, no doubt, it does affect us very injuriously. We have had packed parcels over the Great Western Railway for many years, and thought it enough to encounter that difficulty, but when the Post-office packed them too, we considered it a serious infliction to be so deprived of a still larger portion of our own business.

3176. Mr. *Herbert*.] Did you never hear any complaints of unpunctuality in the delivery, and of occasional loss of parcels by yourselves?—Indeed, I think, very seldom, considering the immense number of parcels and the rapidity with which they are managed and carried, I should say we have even fewer complaints in that business than we have in almost any other trade we carry on. I cannot say we never have heard of a parcel failing to be delivered in proper time, but we have found, and it is the result of experience, that the parcel trade by passenger trains is carried on with very great method and regularity, and certainly complaints such as those referred to are rare.

3177. Do you take by the Great Western a great many parcels to Ireland?—We have scarcely any Irish parcels.

3178. Not by Bristol?—No, very few; they go principally by Holyhead.

3179. Do you not think that the absence of that traffic arises, in a certain degree, from an impression existing on the part of the public that parcels will not be delivered with punctuality, and occasionally with safety?—No; I think it must be the reverse with regard to the Great Western Company, for if we find that every description of parcel, to every other place to which we carry parcels, is carried on with regularity, the fair inference is that the reason suggested could not be the reason why we do not get the Irish parcels; the real reason must be that the vessels are a long while on their voyage between Bristol and the Irish ports; and the South Wales Railway not having arrived at the extremity of Wales, to which we hope to send traffic, we do not get the Irish parcels, owing to the want of opportunity of transmitting parcels from Bristol to Ireland and from Ireland to Bristol quickly and frequently.

3180. Do you think the railways could organise any plan by which parcels could be delivered as punctually and conveniently by them as they are now by the Post-office?—I think they can be delivered just as punctually and conveniently, with the single exception of the more remote places where we have not got delivering agents; in which case the Post-office bags taken to particular places possess an advantage over us, and it is there principally that they obtain the parcel trade.

3181. In cases where parcels have to run over a great number of different lines,

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do you think it possible that the railway companies could organise a system by which parcels should be delivered in the same punctual manner as they are now delivered by the Post-office?—I see no difficulty in it; if the same train carries the mails, I see no reason why the London and North Western Company should not send parcels with similar regularity and order, to be delivered in Dundee, Perth, or anywhere else, as the mail bags themselves. We experience no difficulty whatever in Plymouth or Cornwall, for instance, or any of those remote towns where we have duly appointed agents.

3182. *Chairman.*] You would have more difficulty than the Post-office have, would you not, in sending parcels into remote villages?—There is no doubt of that. With regard to parcels I would make this observation, that we avail ourselves principally of the mail carts that are running to and from our stations, and we make them the parties to carry these very parcels to and from different districts in the country; I believe that one great advantage the Post-office derive from the mode in which we carry on our business in combination with them is, that they get their mail bags carried much cheaper between the stations and the surrounding country, because these mail carriers derive a benefit from the distribution of our parcels; for instance, at Chippenham station, whence the bags are distributed far down into the lower part of Wiltshire, the mail cart owners who carry those mail bags make a considerable profit out of the parcels that we give them for distribution.

3183. That, of course, is an advantage which the Post-office have over you?—Yes, I believe they pay very little for the mail carts; they get their mail bags carried into the country at a very cheap rate, because those carriers derive great benefit from carrying our parcels; so that if you take away the parcels and put them into the bags of the Post-office, I dare say the Post-office will soon find that they will not be able to distribute their letters so rapidly, or so well, or at all events so cheaply as they do now.

3184. Mr. *Fortescue.*] Would you be likely to provide such means of conveyance if you did not find what is already provided by the Post-office?—No.

3185. Mr. *Liddell.*] Do you imagine you could convey parcels as cheaply, supposing the whole parcel traffic to be in your hands, as they are now conveyed by post?—It is difficult to answer that question, except by saying that we carry them now for nothing, and I do not think we should like to do the trade exactly upon the same principle.

3186. Do you believe that the parcels form a large item in the weight of the mails as conveyed upon your line?—As yet, probably, they do not form a large portion of it, but I should think they are likely to form a large portion if the system goes on. The newspapers, of course, must be by far the largest portion.

3187. How do you know what are parcels and what are not?—We do not know; we can surmise that it is so by finding our own trade diminish, and by finding the weights of the bags of the mails increasing, but we cannot discriminate.

3188. You do not know when a bag is delivered to you, whether the weight is produced by newspapers or by parcels?—No, we know nothing of the contents of them.

3189. You say that you make use of the mail-carts to a great extent for the conveyance of your own parcels?—Yes; if you send a parcel from London to Malmesbury, for instance, that parcel is charged from London to Malmesbury, and it is composed of three different portions of amount; for bringing it to Paddington, 3*d.* is paid; for taking it from Paddington to Swindon, 9*d.* is charged; I am assuming those sums; and then the carrier gets his 3*d.* or 4*d.* for taking it over to Malmesbury. The way in which these people are paid for it is by getting their proportion out of the whole charge made for the parcel; we hand over those parcels to the mail carrier, and his gain is derived from the whole portion of the charge as be railway station and the place of ultimate delivery.

3190. Is there no limit to the amount of use that the company may make of a mail-cart which professes to be running for the conveyance of the Government mails?—We have nothing to do with that; I do not know what arrangement the Post-office make with the contractors who take them, but they do take them; the Post-office are only too glad to get their expenses diminished, which is the practical effect of allowing the carriers the benefit of carrying parcels in addition to the mails.

3191. But has a parcel ever been refused by any mail-cart upon the ground of its

its being too great a load?—Never, within my knowledge; perhaps just before Christmas they may have to provide an additional cart or waggon.

3192. For the fish, for instance?—That is a different trade altogether.

3193. Would they refuse to convey baskets of fish or game?—I have never known them refuse to take such things, but the fish of which I have spoken is the general trade in large quantities of fish.

3194. We have had evidence as to the breaking down of mail-carts, and it is pretty well explained now that such accidents may occur at any time, if they are to carry general parcel traffic besides the mails?—That may be so.

3195. Mr. *Fortescue.*] If the Post-office found the mail carts so loaded as not to keep their time, they would interfere; but that has not been the case?—I do not know what the arrangements are between the Post-office and their mail contractors, or whether they do or do not keep their time.

3196. *Chairman.*] It has been stated to the Committee that in some of the awards made by umpires, with regard to the Post-office services performed by your company, there has been great delay on the part of the umpires in coming to a decision; and a particular instance was brought before us, in which the delay in making the award was to the extent of upwards of a year?—I do not think the delay has been in the umpire giving his award; the great cause of the delay has been in the arbitrators agreeing upon an umpire. When an umpire has been once appointed, we have found that, having a limited time only for doing it, he fixes as the period at which he will enter upon the business that which is most convenient to himself, and then he enters upon the matter, and makes his award within the 28 days.

3197. What were the circumstances which led to the delay to which I have just referred?—There was one delay which I might refer to, which arose from the umpire who had been appointed going abroad, but the delays have generally arisen from the difficulty of agreeing upon the umpire.

3198. Can you state the circumstances attending the delay to which you have just referred, in the appointment of an umpire?—It arises from two causes; I think the Post-office arbitrator resolutely refuses to appoint anybody who has not made either an award favourable to their interests, or who is not in some way or other connected with the Government; and the arbitrator, on the part of the railway company, does not like to place himself in the hands of any gentleman, however exalted, who has expressed a strong opinion that the railway company should perform the duty with very little remuneration; nor do they generally like to have official gentlemen selected, who may be supposed to have a bias in favour of the official department of the Government itself.

3199. In the case in which the delay was so great, do you know whether there were a good many gentlemen named on either side?—Off-hand, I may say, I have known something like 12 or 14 meetings, and probably three gentlemen named at each meeting; but either from the disinclination of those who had been agreed upon to accept the office, or from objections made on either side to the plans proposed, something like 40 or 50 names may have passed under observation, without being able to obtain an umpire.

3200. Has any great inconvenience accrued to your company from these delays?—Very great, inasmuch as upon two occasions we have been upwards of three years without receiving any money for the service; in one case, I think, it was as much as four years.

3201. Was that entirely attributable to that cause?—Entirely attributable to that cause; or rather, I should say, it is attributable to this, that after the award the Postmaster-general has availed himself of the right to appeal from it by giving some trivial notice, and then desiring that there shall be a new arbitrator appointed; then, of course, the same proceeding goes on; that has happened to our company, I think, three times.

3202. Can you suggest to the Committee any mode by which that difficulty might be avoided?—I am not prepared to do so at present; I have not applied my mind to that subject, though I have had a great deal to do with these arbitrations; there is considerable difficulty in it, undoubtedly.

3203. Have you any reason to be dissatisfied with the awards that have been made between the Post-office and your company?—My main cause of dissatisfaction has been, that whenever an award has been made, an attempt has been instantly made by the Postmaster-general to disturb and re-open it.

3204. Have you been satisfied with the amount awarded?—I am very much

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dissatisfied with the amount we are receiving at this moment; otherwise I have thought the awards reasonable and fair.

3205. Have you any knowledge of the rate per mile on which the award was founded in your case?—The award is made for the night mails and the day mails in one sum; and the only mode in which we can arrive at a conclusion as to how much per mile is given for night mails, and how much for day mails, is the comparison of Sunday, when we work no day mails, with the usual service of the week days, which comprise both; from that we can, of course, arrive at a conclusion what rate per mile we receive for the night, and what for the day mails. Those amounts are considerably less under an award that has recently been given, and which has operated back for three or four years, than that which we had been receiving previously. I have not got the calculations here, but I will forward them to the Committee; we received 345*l.* a week.

3206. For your up and down mail?—Yes.

3207. Day and night?—Day and night; besides that, we carry mails bags for the Post-office by several other trains, and we carry them, when they apply to us, at the second-class fare.

3208. Have you any objection to offer to that system of carrying bags at the second-class fare?—The law requires us to do it, and we have done it whenever we have been applied to.

3209. In those cases in which you carry bags at second-class fare, is the weight of them very heavy?—No, usually it is not.

3210. Do you think it is much greater than a second-class passengers' luggage?—No, I do not think it is.

3211. Mr. *Fortescue.*] What objection do you make to that right being exercised by the Post-office?—There is a considerable responsibility with regard to the conveyance of the mail bags with anything like punctuality and order. If any delay occurs, inquiry is made of us why the train is late; and we get for carrying the bags for many miles the sum, I think, of 5*l.* 1*s.* 6*d.* a week; which I think, considering the nature of the service that is performed, is a very inadequate payment.

3212. Does it put you to any additional expense, or interfere in any way with the arrangements of the train?—No, I cannot say that it interferes with the arrangements of the train, but if they carry parcels in it, that affects us very seriously in another way.

3213. Do you believe that the Post-office has generally been satisfied with the awards which have been made with reference to your line?—I must presume that they have not, because they have been always interrupting and breaking them; therefore I have always concluded that they want to get the service performed for a less sum than the awards have given. There was one award made by Mr. Pusey in the presence of Captain Harness (who was the Post-office arbitrator) and myself. Every step preliminary to that award was propounded and advised by Captain Harness as the official arbitrator of the Post-office, and after that award had been given, and every step had been taken throughout with all the regularity and order which Captain Harness himself prescribed, the Post-office objected to it because the nomination of myself, as arbitrator, had not been made under the common seal of the company, although that nomination was made exactly in the form and in the method prescribed by Captain Harness himself. It was also attempted to be set aside on the ground that Mr. Pusey had expressed an opinion that interest ought to be given for one year, as it was a deferred payment for services of three years.

3214. From what class of persons do you generally wish the umpires to be chosen?—I like them very much of the class of Mr. Pusey himself, or Sir William Molesworth before he was in office; I do not know that I should like him so well now that he is in office; gentlemen who will take an equitable view of the question, and not attempt to cavil at every particular point that can be raised on either side.

3215. Have you often named the same umpire more than once?—No, I do not think we ever have; because, of course, the Post-office would not take an umpire who had given an award in our favour. I have offered, over and over again, to continue the arbitration and the award that was given, but that has been refused. When the question as to the Bristol and Exeter lease of the railway was assumed to be the cause of breaking up the award, the Bristol and Exeter Company and ourselves

ourselves offered to take the same rate by agreement as was given by the award, if the difficulty was a legal one, but the offer was refused.

3216. When a fresh case has arisen, have you been in the habit of naming the same umpire that you had before?—No, we never had the same twice. I should in those cases prefer to have him again, and would have pressed for it; but of course that would never be accepted on the other side; it would be idle to expect that the Postmaster-general, when appealing from the award of an umpire, would consent to appoint the same umpire again merely to reconsider his own award.

3217. My question referred to an entirely fresh case; would you in an entirely new case prefer a fresh umpire?—No, I should prefer the old umpire, if he had given me a good award, or I should prefer any umpire who was known to have given a fair award to any other company; but I have always resisted the appointment of a person proposed to me as umpire, if aware that he had given an award (which has been very frequently the case) almost ridiculously inadequate. I have found the arbitrator of the Post-office (performing his duty as he naturally would) earnest and anxious that we should agree upon such a person as the umpire.. In the last case, when Lord James Stuart was named, I inquired whether he had ever made an award previously, and I was told that he never had; but when before him, I heard that he he had been so in the case of a Scotch railway; it was he himself who told me the fact. I am quite sure it was not improperly stated by Captain Williams, the arbitrator on the other side, but in ignorance of the fact, because the award was given before he had anything to do with the Post-office; but nevertheless so it was, and learning it for the first time when we were before an umpire who had given an award for a very small sum, I was not much surprised when the amount given by his award proved to come to very much less than we had ever received before.

3218. As a matter of fact, there generally is a new umpire in every case?—Yes.

3219. Mr. *MacGregor*.] You do not object to the principle of arbitration as a fair principle?—No; I think it is the only fair mode. I do not know whether there could be any plan devised of forcing the arbitrators to agree to an umpire within a reasonable time; if that could be accomplished it would, I think, be advantageous; arbitration appears to be the right principle of settling the sum to be paid for that service.

3220. Under an arbitration, of course, those elements must be introduced which show a competition existing between the Post-office and the railway companies as carriers of parcels?—No doubt.

3221. From the extensive means the Post-office have of delivery, they certainly have the preference, to some extent, as carriers of parcels, have they not?—No doubt they possess advantages over the company.

3222. *Chairman*.] Are there any remarks or suggestions that you wish to make to the Committee with reference to the subject now under their consideration?—No.

3223. Mr. *MacGregor*.] I wish to ask whether the conference between the Post-office and yourselves has resulted in a friendly arrangement as to what the places of stoppage should be, and as to the nature of the service to be performed?—We have always executed precisely the orders of the Post-office; they have made no substantial alterations in the service over the Great Western line since it first opened, and therefore I have not a word to say in complaint of the Post-office with regard to the mode in which they have given us their orders. My complaint against them is, that they do not like to pay the remuneration awarded for the service after they have required it to be performed.

3224. But if you are obliged to abide the issue of an arbitration, the principle of the settlement can hardly be said to be in their hands?—No; but the arbitration is not fair, as I conceive, unless both parties are put precisely in the same relative position. If we are both free, when an award has been given, to break up the award, then the arbitration is fair; but if two parties are to go to arbitration, and if one of them, by an act of his own, can destroy the award as soon as it is made, because he does not like it, I say that arbitration is extremely unfair.

3225. It seems impossible, does it not, to take out of the hands of the Postmaster-general the power of making alterations in the service?—That is quite unnecessary; you need not take it out of the hands of the Postmaster-general; you would refer to new arbitration only the question, what the difference in the amount shall be in respect of any alteration he makes; that would be fair; that would be applicable to both parties alike.

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3226. For three years?—Any given time. I do not care whether it is three years or five; but what I strongly object to is the Postmaster-general having the right to say what service he wants, to get that service performed, then to send the matter to arbitration, and then, if the award is distasteful to him, to destroy, by a nominal alteration, the whole effect of that which has been the result of great labour and trouble, and which has produced satisfaction to one party and dissatisfaction to the other. That has happened to us four times, and I hold it to be a great grievance.

3227. Mr. *Philipps.*] You spoke of an arbitration to Mr. Pusey; that was the first?—Yes.

3228. The next person was Mr. George Cornewall Lewis?—Yes.

3229. Then Sir William Molesworth?—Yes.

3230. And then Lord James Stuart?—Yes.

3231. So that there have been four arbitrations within 10 years?—Yes.

3232. Have appeals from all those respective arbitrations been made by the Post-office?—In every case.

3233. You never suggested the alteration?—Never.

3234. And were willing to abide in the three first instances by the award of the arbitrator?—Completely so, from beginning to end.

3235. Do you consider that by the course which has been pursued, the railway company has been put to great inconvenience?—Very great. I can scarcely tell you the labour and trouble that has occurred from these repeated arbitrations; I have been employed in three of them myself, and they have occupied a great deal of time and attention, and occasioned much anxiety.

3236. With regard to the circumstance which led to the breaking up of the awards, were they causes of a trivial nature; were they such as might have been set right and made compensation for without breaking in upon the whole award?—Easily; there could have been no such substantial alteration as would have admitted of any difficulty.

3237. I think, if I recollect right, you mentioned that the first cause was the mere absence of the seal of the company?—The absence of the common seal of the company to the nomination, which was the preliminary act before we began the work at all; and also the insertion of the word "interest" in the award. that award having been written in Captain Harness's own handwriting in my presence, and with his full consent and approbation, as far as the form of it went, by Mr. Pusey dictating the terms across the table, and Captain Harness writing it; he signed it in our presence, and gave it to each of us, and then immediately afterwards an objection was raised to it upon the two points I have named.

3238. Then when those objections were raised, and the award was set aside, Mr. Cornewall Lewis was the next umpire?—Yes.

3239. Do you remember what was the alleged cause of setting aside his award?—I do not think that the Post-office alleged any cause; but they gave us notice to go to another arbitration immediately.

3240. Was the service altered?—It must have been altered, but it was altered in a very trifling degree.

3241. Could they give you notice to go to a new arbitration without altering the service?—I think there must have been some alteration, but it was a mere nominal alteration in the existing service, with some new and additional service.

3242. Then Sir William Molesworth was the next umpire?—Yes.

3243. And you in all those three cases were willing to have abided by the principles of the award of those three gentlemen?—Every one of them.

3244. Do you remember the cause of Sir William Molesworth's award being set aside?—Yes. That award was made for the service performed from London through Bristol to Exeter. The Post-office continued to pay us under that award for, I think, six or nine months; and at the end of that time the Bristol and Exeter Railway Company took the line into their own hands; but the service was performed precisely in the same way, and we received the money after that, and divided it between the Bristol and Exeter Company and ourselves, under an agreement made with the Post-office that it should be so; but at length the Postmaster-general, I think, in August 1849, when the account was sent in up to the 30th of June, refused to pay it, alleging that it was illegal, inasmuch as the Bristol and Exeter Company were not the parties to the award. The Bristol and Exeter Company then said they were satisfied with the award, and were prepared to carry it on; that the amount received would be distributed between us; and

that

that they would give any release or enter into any agreement on the subject; but the Post-office refused to do that. They did not give us any notice, I think, till November of that year, but they then gave us notice of a separate service from London to Bristol, and called upon us to go into an arbitration.

3245. And you conceive that the alteration which was made in the service might have been adjusted without opening the whole question?—Undoubtedly, because we offered it ourselves.

3246. Then the fact is, that you have had no less than four awards, all the awards having been altered on the compulsion of the Post-office?—Yes. We have now got the fourth.

3247. You have spoken of the inconvenience of these constant awards; will you state what the inconvenience is; there is an inconvenience, if I understand you right, in the pressure it puts upon your officers?—There is an inconvenience in the constant demands upon the time of the officers in going through the same matters over and over again; and there is an inconvenience perhaps still more serious, which is, that we are left without the payment of the money, and are not able to get any interest for it at all.

3248. Does that put you under a difficulty as to making up your accounts?—We have always been obliged to assume that the last award is a continuing award, in order to bring into the half-yearly accounts a statement of what we consider due to us.

3249. In fact you are driven to the assumption of a fact which you cannot be sure of?—Yes.

3250. Mr. *Liddell.*] In the event of a case being referred to arbitration, is it the fact that, pending the choice of the umpire and his decision, you keep on conveying the mails for nothing?—Yes.

3251. Have you any right to arrears after the decision is come to, or do you convey the mails during the whole of the time for nothing?—We convey the mails for the whole time without receiving anything, or knowing what we are to receive; then the award, when made, gives us a declaration of the sum we are entitled to during that back period; but we never interrupt for a moment the performance of the service of the mails.

3252. Is it the fact that, in a legal point of view, you have not a right to refuse to perform the service pending the choice of an umpire, which extends in some cases over a period of four years?—No, I think we have no such right; and certainly we have never dreamt of exercising it, if it existed.

3253. *Chairman.*] I believe that in the case in which the great delay you have mentioned occurred, the amount to which you became entitled at the end of the period was upwards of 100,000 *l.*?—Yes, I think we received 140,000 *l.* for it.

3254. Mr. *Liddell.*] And pending the appointment of the umpire and the award, you neither get the money, nor the interest for it?—No; we have applied to them over and over again, but without success, to let us have money on account; we have had to pay large amounts to Government at different periods, and we have begged that one department would give us the advantage of credit, but that has been invariably refused.

3255. So that you were trading on your own capital?—Yes, and were not allowed to receive anything. I think interest ought to be allowed; I should say that in the case of deferred arbitrations, interest should be paid by the Post-office to the companies.

3256. Mr. *MacGregor.*] Or that a payment should be made to you equivalent to that received under the previous award till the other was settled?—Yes, either the one or the other; it is a very great detriment to railway companies to be kept out of their money for so long a period.

3257. Mr. *Liddell.*] Am I correct in supposing that the delay lasted sometimes as long as four years?—Yes, it has with us.

3258. Mr. *Fortescue.*] The difficulties in the way of choosing an umpire exist, I suppose, on both sides?—Yes, of course; if it were not so, the parties could rapidly bring the matter to a conclusion. But if the Post-office will only take people who have made very low awards, or who are connected in some way with the official departments of Government, it would be monstrous to say that railway companies are in fault because they will not adopt the view of the Post-office in the nomination of an umpire; while the companies have a very strong interest, at all events, in getting as quickly as they can to the award. First of all, it saves much trouble and time, and next also the award puts them in possession of the

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funds. I can say, with truth, that I never refused to meet Captain Williams whenever he has proposed an appointment, and I never met him without proposing names to him; I never failed to do all I could to bring about the selection of an umpire who should act fairly and impartially between us; in some instances, when we have agreed upon an umpire, we have found difficulty in persuading the person selected to act.

3259. Do you not suppose that the Post-office has often been obliged in self-defence to make these objections?—I believe that Captain Williams exercises a proper discretion; and I do not mean in anything I have said to reflect on his conduct, because I believe him to be quite incapable of doing anything wrong; but I say, nevertheless, it is a great hardship on the railway companies, that they should be kept out of their money, and still obliged to perform the service with the same regularity and cheerfulness as they would if they received payment, merely because Captain Williams performs with zeal his duty to the Post-office.

3260. *Chairman.*] Have you not found the great difficulty in all these arbitrations to be in settling the principle upon which compensation shall be awarded?—No; because the adjustment of the principle must be applicable to each distinct case; and I have always found that when it comes to that point, it is performed with ease within the 28 days allowed by law to the person who has to decide.

3261. That is, that when the principle is ascertained, you never find any difficulty in coming to the award?—The principle is determined by the umpire, and I think he has little difficulty in coming to that settlement, when he knows all the circumstances of the case, and proceeds in making his award. I think there is very great difficulty in establishing a general uniform principle, because the cases vary very much from each other.

3262. Has it ever happened to you, when employed as an arbitrator, to agree with Captain Williams or Captain Harness upon the principle upon which the award should be made?—We have agreed on some points, and differed on others, but we have never agreed as a whole.

3263. You have never agreed with the opposing arbitrator upon the whole principle on which the award should be made?—No, we have not.

3264. Would it not be a great advantage to railway companies and the public if some just principle could be laid down on which these awards should be made?—If the principle were just, I have no hesitation in saying I think it would be desirable; but it is very difficult to agree upon the justice of a principle, inasmuch as the principle of the present day seems to me to aim at making railway companies increase and extend railways, and improve their work upon them, for a reduced remuneration which impoverishes the proprietors; and, if that were to be the principle adopted, I should not think it a just one.

3265. But on the side of the Post-office, they say the principle is to pay much more than is due to the railway companies?—That can scarcely be fairly said, for it is left to umpires to determine; and I do not think that, generally speaking, umpires have given awards unsatisfactorily to the public.

3266. Have you been a party to any arbitrations unconnected with your own line?—None.

3267. Having so much connexion with railways, have you been in communication with other parties as to the mode in which their arbitrations have been conducted?—I have been frequently asked by them for information, and have frequently shown to them cases which have been submitted to the umpires; but I have never interfered with them in any way.

3268. Did you ever hear of an arbitration in which the difficulty of settling the principle upon which the arbitration should be founded had not been felt by the arbitrator?—I think there was one case in which Mr. Stephenson was concerned originally for the London and Birmingham Railway, where he and the Post-office arbitrator did agree on the principle, if I remember rightly; I do not know of any other cases of the kind; but essentially the difference is, that the Post-office arbitrator always seeks to throw out of consideration every expense incidental to the construction of the railway, and so to reduce the payment as much as he can to a service which ought to be performed without any remuneration for the outlay of money by the proprietors.

3269. And, on the part of the railways, is not the usual claim made a claim that the whole expenses of the company should be considered with reference to what is to be paid to them?—No; that the cost of construction should be an element

element in the consideration, and that the Post-office ought to pay in proportion for the use of the railway itself.

3270. Mr. *Liddell.*] Do you think it would be conducive to the interest of both the railway companies and the Post-office service, if there were a certain number of fixed umpires, or a body of persons from whom the arbitrators could make a selection?—No, I do not approve of that.

3271. You do not think that practice makes perfect in the case of umpires?—No, I do not think so.

3272. Mr. *Philipps.*] Do you think there is anything like a fixed unit, which can be assumed as an element of calculation?—No, I do not think there is.

3273. There is nothing like a mileage rate, from which a multiple or subdivision could be taken?—No, I think there is not, the cases vary so very much.

3274. Mr. *Fortescue.*] You think the present system is unsatisfactory?—It is unsatisfactory in respect of the powers the Postmaster-general exercises to set aside an award as soon as it is made. I think it might be improved by requiring the Postmaster-general either to continue the former scale of payment or to allow interest for the back period, during the progress of the award, which would give the Postmaster-general the same interest that the company has to get quickly to the end of the arbitration. As the matter stands at present, all the difficulty and all the inconvenience, and all the loss of a deferred arbitration falls upon the company; and it ought not to be so; and while that is the case, the Postmaster-general will always be very easy about the conclusion of the arbitration, while the company themselves feel very much the reverse.

3275. You seem to think that the Post-office has no right to complain, because the award is the result of an arbitration; but I take it that the present state of things is, that the Post-office does complain, and that the Post-office has as much right to complain as the railway company, the one complaining they over-pay, and the other complaining they are under-paid?—I would say, let each have a right to complain, but let each have the same right to set the award aside, or to maintain it; and do not leave in the hands of one party alone the power to set aside and appeal from an award when made, and then to withhold payment from that time till a new award is made, without paying even interest to the company for the time during which they are kept out of their money. The best mode to hasten arbitrations and bring them to a conclusion, would be to put the two parties on a perfect equality. I believe that in six months an arbitration would be concluded, if the Postmaster-general during the interval had either to pay the money according to the scale under the former award, or if he were compelled to allow interest on the money to be given by the forthcoming award; if that regulation were made, then the two parties would be more in the same relative positions of advantage or disadvantage towards each other.

3276. Do you think that the two parties would be in the same position; do you think that there is no difference between a public officer, who has no private interest in the matter, and who is responsible to the public for neglect of duty, and a private company with its private interests?—I conceive that a public officer who has charge of a department has practically just as much interest in saving the money of that department, as the officer of a railway company has in obtaining what he can for his company; I see no difference whatever between the two cases. It is a feeling of principle and of duty; if the Postmaster-general thinks he can diminish the amount awarded by appealing from the award, he does appeal; and what I complain of is, that he, and he only, can do so.

3277. *Chairman.*] The remedy you suggest for that is open to this objection, is it not; you say that the Post-office ought either to pay the money awarded by the former umpire until a new award is made, or to pay interest on the money given by the new award; but suppose the service has been materially altered and diminished, would you then impose upon the Postmaster-general the duty of paying for a service which is not performed?—Not so; because I should also prescribe, that if the award has been affected by a partial alteration of the service, it might well be referred back to the same person who made the award, to say how much, in his opinion, ought to be added or deducted in respect of the altered service. What I complain of is, that under the guise of an alteration of the service he vitiates the award; and therefore I would say, for an alteration of the service, whether there was an increase or a decrease, let the umpire who has given the award say how much more or less ought to be paid until the new award is given.

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3278. Would not that involve this difficulty, that supposing the service to be entirely changed, the Postmaster-general would be obliged to adopt an umpire to whom he might have objections with regard to a completely different service?—Not at all; of course, if the service is entirely altered, I admit the award is gone; but then we are obliged to go on with the service in the meantime. It would be no hardship upon the Postmaster-general in such a case to determine that if the award shall not be made within three or six months, it shall carry interest for the back period during which the service has been so performed without payment.

3279. Suppose, for instance, your day mail were taken off, and you had a sum awarded for the whole daily service, the first suggestion you made would oblige the Postmaster-general to go back to the umpire who made the former award?—Yes; to say how much should be taken off the sum awarded; he could have no difficulty in determining that. The submission to a new umpire might be going on in the meantime; but if after an award has been made for a service of 500 miles daily, and an alteration is made by which a service of 400 miles only is required, surely the award of the umpire may be modified so as to reduce the amount to the sum the Postmaster-general ought to pay.

3280. Suppose you had a new branch added to the line, what then would be done?—That would not be a case for avoiding the award for the former service still continuing.

3281. I will suppose a mail branch to be added to your line from Swindon, which was not included in the former award; the Postmaster-general gives you notice that he will have a new service performed so as to include that branch; would not your suggestion compel the Postmaster-general to go back to the former umpire, to whom he might object, for an award as to this new service?—Not at all; I do not propose that the old umpire should determine what payment is to be made in respect of the new service; I only assert that if the question as to what you are to be paid for a service that you have performed for the Post-office goes before an umpire, who determines so much for that service, it is unreasonable that the Postmaster-general shall stop the payment of that sum, and prevent the award from taking effect, by giving an order to you to make some nominal alteration in the service. If there is to be a new service added, that would be the subject of a new award altogether; and in the meantime there is no reason why the company should not receive what is due to them for any service under the old award. If the Postmaster-general has the option of either paying us under the old award, or of allowing interest on the sum which may be given by the new award, that would be putting the two parties in the same relative position.

3282. Supposing that in consequence of a branch line being added to your postal service, the Postmaster-general should think it right to alter the whole of your postal service, so as to meet the convenience of such branch line, your suggestion that the old award should continue until the new one is made would involve, would it not, a payment for service not rendered?—No; my statement has gone to this, that if in any respect the old service is either increased or diminished, all that would have to be done would be for the umpire to declare how much we should receive in respect of the service we continued to perform, and there would be a new arbitration going on in respect only to the new additional service, irrespective of the old award.

3283. Supposing your mail train is ordered to leave Paddington at a quarter before nine in the evening, and to arrive at Bristol at a certain time, but that, in consequence of some other postal service on the line, the Postmaster-general says, "Your mail train shall leave Paddington at a quarter before ten, instead of a quarter before nine in the evening," thereby affecting the whole of your traffic arrangements, and suppose he proposes to submit that to a new umpire, would he not, if he is compelled to pay for the former service until a new award is made, be then paying for services not rendered?—If that were my proposal, he would be paying for services not rendered; but it is not so. My proposal is, to give the Postmaster-general in that case the right to go to a fresh arbitration; that would not be a reversal of the old award; and if the umpire delays to make his award, the Postmaster-general would have to pay to the company interest on the sum ultimately awarded. I put the alternative either of paying on account or of defraying interest, which would get rid of all difficulty.

3284. Mr. *MacGregor.*] As the relations between the Post-office and the railways must be continuous, if it resulted in the Postmaster-general having under the

the old award overpaid you, it would be merely matter of account to be adjusted afterwards?—It might be adjusted afterwards, of course; but the difficulty would be got rid of by leaving it to the Postmaster-general either to pay on account or the interest, as he likes.

3285. Mr. *Philipps.*] Can you state any instance of any really trifling alteration in the service having been made a pretence for breaking up the whole award?—I know that the alteration has been a very immaterial one, and I know that, in the case of the Great Western, the services have remained very much the same throughout. I do not at this moment remember what the alteration was in the service previously performed, to which I refer, but I could ascertain it; I do know, however, that it was very trifling; there was some additional service to be formed.

3286. It was under a particular Act of Parliament; but you conceive that the clause in the Act was framed in order to meet the case of a really substantial alteration?—Undoubtedly.

3287. And that it has been or may be used to afford an opportunity of breaking up an award where there is no real or material alteration?—That is so.

3288. And you wish to guard the companies against what you conceive to be a one-sided application of the clause?—That is precisely the case.

3289. Mr. *Fortescue.*] If the old award were to continue till the new one is made, do you think the parties would be very likely to come to a decision on the new award?—Yes, I should think so. Both parties would then have the right which one party only now has.

3290. Do you think that if the railway company had been satisfied with the former award of the former umpire, that is, if it had been a high award, or if the Post-office had been satisfied with the former award of the former umpire, that is, if it had been a low award, the parties would be very likely to agree in the choice of a new umpire?—Yes, because I am not assuming that the old award is to be made valid, and to neutralise the new award. I am only contending that interim payment should be made on account in respect of the old award, subject to any modification the new award may determine. Naturally, therefore, both parties will have the same interest.

3291. You propose that the old award should run on till the new one is made?—No; I have not said so. I say there should be no power of appeal from the old award placed in the hands of one of the parties only. Make an appeal as frequently as you like, but make that appeal available to both parties, and not to one alone. I say when that award is appealed from, and until the new award is made, the Postmaster-general ought either, under the old award, to continue the payment for the service performed during the period, subject, of course, to the new award, determining that the amount shall be more or less, or that the Postmaster-general should have the option to pay interest when the new award is made upon the amount awarded, instead of continuing to pay monies on account under the former award.

3292. I understood your first suggestion to be, that the old award should run on till the new one was made, subject to any modification which might be made in it afterwards?—That was not my proposition; I said I thought an interim payment should be made. What I complain of is, that railway companies are providing money for performing these services year after year; that not only do we not get the money which is disbursed by us, but that we do not even get the interest of that money when the amount is ascertained; and, therefore, I have suggested that if the award is to be appealed from, it should be free to either party to appeal at the same time and in the same manner; but in the meantime, if you are performing a service altered or modified, or varied, that alteration or modification should be referred back to the old umpire, to say how much the amount should be diminished or increased; then the interim payment comes, but that is subject always to the new award regulating and determining how much ought to be received.

3293. You mean that the amount of the interim payment should be decided by the old umpire?—Yes; I think there should be an interim payment on account, or else interest should be paid.

3294. Do you think that that plan would facilitate the choice of a new umpire?—Yes, I think it would.

3295. Do you think that if the railway company were well satisfied with the

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old umpire, they would be likely to agree with the Post-office in the choice of a new one, and would not the same thing hold good with regard to the Post-office?—If the company received more than the new award ultimately gave them, they would have to pay it back, and this would remove all motives for delay.

3296. You mean that if the interim payment turned out to be higher than the amount given by the subsequent award, the railway company would have to reimburse the Post-office?—Of course; the old award would be treated as continuous, and would be going on till the new award shall be made; but the new award, when made, would have a retrospective effect from the time of the appointment of the new umpire.

3297. Which of the two parties are most inclined to alter awards?—I cannot speak of other railway companies generally, but speaking with regard to my own company I should say, that we have been anxious to maintain awards that have been made by three of the umpires, and in every case they have been thrown over by the Post-office; therefore as regards new arbitrations in the case of the Great Western Company, they have been all demanded by the Postmaster-general.

3298. You have considered the awards favourable to yourselves, and the Post-office have considered them unreasonable?—I have considered them reasonable. In the case of the first three awards, we got rather more under each successive award that was made, than we had before.

3299. In your experience, as a matter of fact, it seems that the Post-office has considered that the umpires generally have been unfavourable to them, and favourable to you?—So it appears; and they have availed themselves of the power they possess, which I think is very inequitable and unfair. Mr. Cornewall Lewis gave us something more under his award than Mr. Pusey; and Sir William Molesworth gave us rather more than Mr. Cornewall Lewis; but we were satisfied under the circumstances to accept Mr. Pusey's award. The Post-office have a great advantage over the railway companies; they appoint one person only to arbitrate for them in all cases, and he therefore very cleverly uses the arguments and the reasoning which, by his experience, he finds the most telling and the most effectual; while the unhappy man appointed as arbitrator for the company is under the great disadvantage, that he has to draw on his own imagination and ingenuity for any arguments in his own isolated case.

3300. Mr. *Fortescue.*] Do you feel unequal to cope with Captain Williams?—I certainly do; I think he has very much the advantage of me.

3301. *Chairman.*] It appears by a Return laid before the Committee that the delay of the mails increases rather more rapidly between Bristol and Exeter; are there any circumstances connected with the Great Western which you consider will account for that increase?—I think it very likely that the time lost in getting to Exeter, comprising the delays in the Bristol station, would make the delay appear longer on their line than on ours; but I think the Post-office have never allowed sufficient time for the performance of the business necessary to be done in the Bristol station.

3302. Do you know what time is allowed in Bristol?—Ten minutes.

3303. What is the nature of the duties which have to be performed at Bristol?—Trains are to be taken into the station, which is a terminal station for the London line, and then they have to be reconstructed and re-formed there, putting on an additional carriage for the Post-office, taking off some of the carriages which had been attached to the train, and then that train has to be brought back, from the terminal station, and to take a fresh departure on to the Bristol and Exeter line. That is necessary to be done from the very nature of the station as originally constructed, and it is impossible to do all the work within the ten minutes that are allowed for it.

3304. The delay, then, does not occur from the Post-office service, but from the nature of the train?—From the business of the train itself. I do not at all say it would require ten minutes to do the Post-office business in Bristol.

3305. Is there a great distribution of bags in Bristol?—Considerable.

3306. But you think that business might be done within the time?—Yes.

3307. What mails leave Bristol on the arrival of the London mail?—I really am not able to say; we part with the bags there, and very large bags they are; I think you had better get that from the Post-office.

James Allport, Esq., called in; and Examined.

3308. *Chairman.*] YOU are the manager of the Midland Railway Company?—Yes, I am.

3309. Complaints have been made to this Committee of a delay which is said to have occurred at Tamworth in despatching the mails from thence by Derby to the North?—Yes; I have seen that complaint in the evidence which has been given before this Committee.

3310. Do you consider that complaint to be well founded?—There has been very considerable delay at Tamworth; the trains have been, no doubt, thrown out of joint very much indeed by those delays, but lately they have been much more regular.

3311. To what do you attribute the delay which has been occasioned?—It is not for me to say what is the cause of delay on the London and North-Western Railway; that is for them to answer. Our trains have been delayed there very considerably; they have been delayed as much as an hour at a time; but that was some time back; it is now very much better; I do not think we have had any serious delays lately.

3312. Have you any reasons to give the Committee for the delays which have occurred on your line, independently of those which occurred at Tamworth?—Delays will occur, of course, on every line; engines will fail, and accidents will happen; the state of the weather will sometimes cause delay; but I am not aware that the mail service has been performed with great irregularity on the Midland line at all; there have been delays, no doubt, and there will, under all circumstances, be delays on every line occasionally.

3313. We have been informed that a proposal has been made to accelerate the mails on the Midland line?—No, I think not; I do not think the proposition involves any acceleration; the mail train on the Midland line is now run very fast indeed; Mr. Hill's proposition (if the second of his propositions be carried out) does not involve any increased speed on the Midland line.

3314. Mr. *Fortescue.*] The increased speed would be all south of your line?—Yes.

3315. *Chairman.*] Between London and Rugby?—Between London and Rugby.

3316. Will you state to the Committee whether on your line, lately, or at any time, you have made up for the delays which have occurred on other lines?—Yes, we have continually done so. I find that during the month of March last (which month seems to have been taken in a variety of cases) we made up a very large amount of time. I find, that during that month we made up time 22 days out of 31; we lost time eight days upon two occasions, principally from the failing of the engines, but we gained during the whole month 141 minutes with the down mail from London. That is the night mail. With respect to the day express mail (which is a very fast train) during the month of March we gained 175 minutes; we gained time every day but two, and upon those two days we lost; we lost one minute on the 18th and 11 minutes on another day; but then that loss of 11 minutes was in consequence of the breaking of a draw bar of a carriage; but, after deducting the delay, the balance of gain upon that train was 163 minutes during the month.

3317. Has your attention been called to the gradients and curves on the Great Northern line, as compared with your line?—I have heard it stated that the gradients and curves were worse on the present route than on the Great Northern; that is a mistake; it will be found that the gradients from London to York are much more favourable by way of Rugby than by the Great Northern; in fact, the Midland line (with the exception of one or two of its branches, and the Lickey incline, which is probably known to the Committee very well) is one of the most favourable main lines in the kingdom for gradients. It was made at a time when everything was sacrificed to gradient and to curve, whereas in the more recently constructed lines gradients have been sacrificed to economy.

3318. An objection seems to have been taken to your line that there is more traffic on it than there is on the Great Northern line; is that in accordance with your views?—Certainly not. On the contrary, the test of the crowded state of a line must be the receipts; and I think, upon a reference being made to any of the railway papers which publish the traffic of each line weekly, it will be found

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that the Great Northern receipts per mile are much higher than the receipts on the Midland.

3319. It has also been stated that the distance on the Great Northern line is much less than by yours; what is the difference in the distance according to your computation?—It has been usually assumed to be about 30 miles nearer by the Great Northern to York than by the Midland. That is probably near enough; it is about 27¾ miles; thirty miles has been taken in round numbers, but it is not that. You may call it 28 miles.

3320. Is the night traffic on your line of any amount?—No, it is not great. We consider that to work heavy traffic, that is, mineral traffic and goods traffic, by night, is much more expensive than to work it in the day-time; and, with a few exceptions, we work the bulk of our traffic during the day. The line is not by any means crowded during the night.

3321. Mr. *Philipps.*] Why is it more expensive to work the traffic in the night?—On account of the wages. Besides which, the work is not so well done; for instance, if there are half-a-dozen waggons to be left at the station and three or four to be taken up, you cannot have a full staff at every station during the night; and there are a variety of things to be considered. Some companies, of course, sacrifice their goods and mineral traffic to passengers, and where there is a very large and important passenger traffic it is probably worth while to work the whole of the goods and minerals during the night. But the Midland passenger traffic is not large; on the contrary, it is small; indeed much smaller than it is on most of the leading lines in the kingdom. The goods and mineral traffic, on the contrary, is heavy, and we prefer working it during the day to working it at night.

3322. *Chairman.*] Under what arrangement with the Post-office do you carry on the mail service?—The agreement with the Post-office is for a certain fixed sum per annum; 23,000 *l.* is the sum they pay us.

3323. What are the services you have to render for that?—We have certain trains which, being under notice from the Postmaster-general, we are obliged of course to run at certain specified times; but we allow the use of the whole of our trains, both passenger and goods trains, for the 23,000 *l.* Our mail service extends from Bristol to Leeds; there is the mail train from Bristol, in connexion of course with the trains from the extreme west of England to Gloucester, where it is in connexion with the South Wales Railway; then on to Birmingham and thence to the north, meeting the down mail from Rugby at Derby, and going on to Leeds; we have also branch services to Peterborough, to Lincoln, Bradford, and to Lancaster; in fact our line runs through from Bristol to Lancaster. I should correct myself with respect to this; the 23,000 *l.* does not include the service from Skipton to Lancaster, that being what is known as the Little North-Western Railway; it is a line leased by the Midland Company, but still we perform the mail service, and that is paid for separately.

3324. Can you give the Committee any idea of the amount per mile that you receive for your direct mail train?—I have not made that calculation; I could very readily do so, but it would take some time.

3325. Is it stated in the award?—No, it is not.

3326. Was the arrangement made under an award?—No; it was made by negotiation between the Postmaster-general and the directors; it is a lump sum of 23,000 *l.*

3327. Mr. *Liddell.*] You have told the Committee that the running speed on your Midland line is very great; can you tell the Committee what it is?—Yes.

3328. Your line extends from Rugby to York, does it not?—No; from Rugby to Normanton. I did not mean to say our speed was very great; we run our mails at the same speed as our express trains, though that is not by any means the maximum speed that the Midland can run at.

3329. Will you have the goodness to state to the Committee what the speed is?—Our down-mail train runs at the rate of 34 miles an hour; the up-mail at 35.

3330. You say that the gain in time upon your line during the month of March, was by the night-mail 121 minutes, and by the day-mail 163 minutes?—Those are the total gains.

3331. Were those gains effected by means of an alteration in the period of stopping at the different stations?—No.

3332. It was merely then with regard to the rate of speed?—It was merely in the

the rate; we occasionally made up time considerably, sometimes as much as 24 or 25 minutes in the journey.

3333. Then the inference is, that your trains are timed by the Post-office at an easy rate of running speed; namely, you have the power of making up time over great portions of your line whenever you please?—It is the longest length of any one system between London and Newcastle, and 25 minutes can be sometimes made up when at other times it could not.

3334. You have also stated that the gradients on your line are favourable?—Yes.

3335. Are not the junctions very numerous upon your line?—I have a list of the junctions on both lines; do you allude to junctions at which the trains stop?

3336. Yes; I do not know whether there are any lines crossing yours on a level?—No.

3337. The junctions at which you stop are numerous, are they not?—By the Great Northern the junctions would be Hitchin, Peterborough, Grantham, Retford, Doncaster, Knottingley, and Milford; that is the entire distance from London to York.

3338. That is upon the Great Northern Railway?—Yes, and taking the same ground, that is, from London to York, the London and North Western and Midland, we have Leighton, Blisworth, Rugby, Kegworth, Derby, Masborough, Normanton, and Milford, making eight; there are seven in one case, and eight in the other, there being only a difference of one; the actual junctions that exist upon the line in one case are 12, and in the other 15.

3339. Was there any order issued from the Post-office about the commencement of the month of March, or the end of February last, that in the event of certain trains not having arrived at Tamworth, you were not to wait for their arrival?—We have generally run special trains for the convenience of the Post Office. I have here with me a return of the number of special trains run by the Midland Company in consequence of the late arrival of other trains, from 3d July 1853 to 12th June 1854; the number is 142; to Tamworth, 106; to Rugby, 22; and to Birmingham, 14.

3340. *Chairman.*] For the Post Office?—For the Post Office.

3341. Mr. *Liddell.*] Those special trains, I presume, were put on or run by the company in consequence of the non-arrival of certain trains which ought to have joined the down-train, but which were not there in time?—The up-train; it was in consequence of the late arrival of the Northern Company's trains.

3342. Then had it not been for these special trains, the amount of delay would have been something very large indeed?—We have sometimes found, after dispatching the special train, that the ordinary train has arrived within five or ten minutes; in fact, the special train has been scarcely out of the station when the other has arrived.

3343. I think you stated that the delay which took place formerly at Tamworth, amounted to as much as an hour at a time?—That is the extreme detention. I have here a return, showing the detention of the down night-mail at Tamworth during the months of October, November, and December. I see in the month of October it varied from two to thirty minutes.

3344. Have you made the same observation during those three particular months, namely, October, November, and December, that was made a short time ago by another witness, that the weight of the mails increased during those months?—I really never had my attention directed to that point; we know that the three months of October, November, and December are generally the worst months in the year for working trains.

3345. That is owing in a great degree to the weather; is it not?—Yes; I am not aware that the mails are heavier; they may be, but my attention has not been drawn to that circumstance. I think, however, it is not improbable that they are; very likely the increase of correspondence, and parcels, and so on, would be very great during those months, as the travelling public remain at home, and perhaps transact their business by means of parcels and letters, instead of travelling themselves. There is no doubt that in October the passenger traffic falls off very much, and that in November it falls off still more.

3346. You have also stated that your goods and mineral traffic, which is considerable over your line, is chiefly conducted in the daytime?—Yes.

3347. Consequently one would draw the inference, that on your line circum-

stances favour the running of the night mail?—Yes, we have no difficulty in running night mails.

3348. Mr. *M'Gregor.*] You say you start a special train, when the ordinary mail train does not arrive soon after its proper time. Is it the case that you do not use the electric telegraph on the line?—We find that during the night the telegraph is not of much use; unless we had a staff at every station on the line, the telegraph could not be relied on, and we have not a telegraph at every station on the line.

3349. Mr. *Liddell.*] When the special trains of which you speak are run, are they paid for extra?—No; that is a point that is not settled with the Post Office; nothing has been paid for them hitherto.

3350. Is there an arbitration pending at this moment, with reference to that subject?—No; it is a question that I am not aware has been raised with the Post Office; if I find that we are not bound to run those special trains, I shall communicate with the Post Office on the subject.

3351. You say you have run those special trains for 11 months?—Yes.

3352. How many special trains have you run in that time?—One hundred and forty-two.

3353. Those are special trains for the service of the Post Office?—Yes.

3354. And you have received payment for none of them?—No.

3355. Is not that a very large additional item in the company's expenditure for the year?—There is no question that it is; I did not get that return made out for that purpose, and my attention has not been called to it; it may be that the agreement provides for the special trains. I merely mention this, to show that when the mail arrives late, we run these special trains for the convenience of the public service.

3356. Do you attribute the delay which has occasioned the running of these special trains to any particular place?—We find there is as much delay with regard to the up-trains as there is with the down; the northern companies have been quite as bad as the southern. We are in this position: we are an intermediate company, and we are dependent on the running of the mails at the one end on the York, Newcastle, and Berwick line and the York and North Midland, and at the other end on the London and North Western; and we must wait either at Normanton on the one hand, or at Rugby on the other, for the arrival of their trains.

3357. And to obviate that difficulty, you have run special trains?—We run special trains more on what we call our west branch, between Derby and Birmingham, than upon any other; the mails meeting at Tamworth involved the necessity for, I think, 106 trains out of the 142 between Derby and Tamworth to catch the down-mails or up-mails, as the case might be, at Tamworth.

3358. And you say you have not as yet suggested to the Post Office that this is a considerable additional expense to the company?—I have not. I have not referred to the agreement with the Post Office, and when I do refer to it, it may be I shall find that these special trains are provided for; we perform a considerable service for the Post Office which is not paid for by the mile.

3359. *Chairman.*] You are under the same arrangement that the London and North Western is?—Yes.

3360. Mr. *Liddell.*] I presume that the cost of these special trains could not be ascertained unless we got that particular item?—I could give the Committee the cost of the whole of our mileage. I have had that taken out, and it perhaps might be some guide. I find that the total expense of the Midland Company (when I speak of the expense, I merely include the actual money paid for wages, materials, and, in fact, the expenses of the line, without anything for depreciation of stock, interest upon capital, and a variety of other things which form of course a most important feature in the expenses of railway management) in the half-year ending June 1853; I find that we run 3,009,993 miles, the expense being 2*s.* 1¾*d.* per mile; in the second half-year, 3,124,896 miles, the expense being 2*s.* 2½*d.* per mile. I find that the mileage expense, taking it from the year 1847 to 1853, is pretty nearly the same, and that our gross expenses have increased in the ratio of our mileage.

3361. *Chairman.*] You could not tell us, taking all those things into consideration, the interest of capital, the depreciation of stock, and so on, what the expense is?—No, I have not gone into that calculation; I have confined myself to the bare expense of running a train; and I consider that the Midland Company,

favourable

favourable as their line is as to gradients for taking a heavy load and so on, cannot run a train under from 2*s.* 2*d.* to 2*s.* 6*d.* per mile.

3362. Mr. *Philipps.*] That is exclusive of any fund for the depreciation of the line, or the repair of the permanent way?—Yes, exclusive of any fund for the depreciation of stock, or the repair of the permanent way, or interest on capital.

3363. It merely includes locomotive power and wages?—Yes.

Captain William O'Brien, called in; and further Examined.

3364. Mr. *Liddell.*] WILL you have the goodness to look at Question No. 1263, which has reference to Questions Nos. 2 and 3, in your evidence, in which it is stated that no irregularity has occurred on your line of railway?—I would just point out that I never said anything of the kind that I am represented to have said; what I did say was this: "No delay has taken place upon the York, Newcastle, and Berwick Railway, that arises from any fault," by which I meant culpable neglect on the part of the company; my argument being that the delays arose out of the necessary contingencies of the service.

3365. Again, in Question No. 1264, it is stated that a low degree of average irregularity is quite consistent with a very high degree of irregularity in the train of each day; that the loss is equalised by the gain; would not that appear to involve rather a fallacy?—It unquestionably does involve a very palpable fallacy, and I beg to be allowed to notice it. It is stated that the returns I put in obviously involve a double fallacy. I should be sorry for the Committee to suppose that I could have put before them a return obviously involving a fallacy. The question states that a very low degree of average irregularity, taken upon the whole month, is quite consistent with a very high degree of irregularity in the train of each day; and it goes on to say afterwards, "And is it not equally possible that the average of each of the different months might show a great irregularity, and the average of the year show no irregularity?" and the answer is, "It is possible;" and there are several other questions of the same sort, answered in the same way. Now it is perfectly clear, that if there is a high degree of irregularity in the train of each day, the sum of all those must be a very high degree of irregularity; the average therefore must be a very high degree of irregularity. Then in Question No. 1319 the same thing is repeated: "Did you say that a low average irregularity was consistent with a very high daily irregularity?—Certainly it is." Now I submit that that is an arithmetical impossibility. It is repeated so often, that it is not a clerical error, and the argument also assumes that such is the case.

3366. *Chairman.*] It is the fact, I believe, that a small average irregularity is quite consistent with great irregularity during the period given?—Great occasional irregularity.

3367. Mr. *Liddell.*] I think you wish to make some remark on a return which had been handed in by Mr. Rowland Hill?—Before you come to that, will you allow me to say this: the same question was put, or rather the reason was given for it, that the loss of time on one day may be neutralised by a gain of time on another. The Committee will recollect I was careful to separate the returns of the loss of time south of Newcastle, and the gain of time north of Newcastle. It is quite impossible that the reason given can account for or can justify the inference drawn from it, for when a train is running to time you can gain no time; because the first station you come to before time you must wait there until the time is up, therefore when your train starts in time you can gain no time at all. Again, south of Newcastle we are running at a very high rate of speed, and therefore, though the train may have started late, it is impossible to gain any time; but north of Newcastle we started late, and therefore we are not obliged to wait at stations. I took particular care that both those facts should appear before the Committee; the statement, therefore, is not accurate, and the reasoning founded upon it would not justify the conclusion the evidence came to.

3368. You wish to make a remark, I believe, on a return which was handed in by Mr. Rowland Hill, after being asked in Question 1358 as to the comparative regularity in November and in April?—I wish to refer to that, to show that Mr. Hill himself, when it is necessary to compare two periods, takes the average lateness, and that is the proper way to take it

3369. *Chairman.*] Will you take this return in your hand, and look at the column I point out to you; in that column you will see that the mail to which it has reference has been, on the whole, very irregular during the three months that

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are given; where there is no mark the train was in time, so that it is a very irregular train; if you look to the number of minutes it has been late, you will see it is a very irregular train?—Very irregular.

3370. Though the average of that train would show a very small average lateness?—That is exactly what I say.

3371. It is a train of small average lateness, but still of great irregularity?—The train is not a regular train, because four or five accidents may have happened, and it may have been excessively late on those four or five days.

3372. You will see six days in October of great irregularity, in which you may say they were very late?—There are 18 entries in October.

3373. But some are very small ones; there are only six large entries of lateness?—There may be great irregularity; that is, a train may be three or four times in a month excessively late, and yet on the average not two minutes late every day.

3374. Mr. *Fortescue.*] Do you think that taking the average is a satisfactory mode of ascertaining the punctuality of a train?—It is the only way of giving the actual state of things comprehensively, without giving every particular day; if you wish to know for a whole year how much a train is late, I cannot conceive any possible way of doing it, except by taking an average.

3375. We have had returns such as that, giving the arrival of a train every day for a certain period; do you not think that an examination of such a table as that is more conclusive than a mere statement of an average?—It is a fuller statement; one of the statements I put in was for the whole twelve months; the average was a better measure, I thought, than the details.

3376. Mr. *Liddell.*] Refer, if you please, to Question 1295; I think that is as to the up-mail?—I wish to explain to the Committee that the point they had then before them was not a railway matter, but the feeling of the inhabitants of Newcastle; and there they are not concerned with anything but the running of the down mail, and I therefore confine my evidence to that.

3377. You did not include the line from Normanton to York. Will you state to the Committee why that was not included?—I wish to explain that. It is said, "I should say that between Normanton and York, in proportion to the distance, the delay has been far greater than between Normanton and London," and the same thing is repeated again; that, coupled with the statement about the results of the up-mail not having been given, implies, unquestionably, that a particular part of the railway with which I am connected was left out of consideration altogether. I should not wish the Committee to think that anything which ought to have been before them was kept back from them, either intentionally or by accident. The reason why I left that out was intentional, because, in the first place, though the companies have been for a time working together, they are separate companies in law; and I thought it better to treat them as separate companies, as we do in our communications with the Post-office. Again, even if we are working together, it is well known that in so large a concern, although the separate departments may be technically united, still the old system goes on; and though we may be supposed to be answerable for what goes on south of York, it is hardly so in reality. But the real reason is this: that the delays south of York are in no way connected with the Newcastle case at all, York being the point where the Midland route and the Great Northern route unite. The delay south of York is a question depending on the route by which the mail runs; north of York it is a question depending on the speed at which the mail is run; I therefore put in a return showing the delay in arriving at York, and afterwards I put in returns to show that no acceleration could take place in running north of York. I would also observe, that it having been mentioned that there has been greater delay between Normanton and York than at any other place, one of the Members of the Committee said he would like to see what the actual returns were. I have had these returns taken out, and I thought I had them with me, but I find I have not. I will send them. I think it very likely the delay between York and Normanton is much greater than the delay between London and Normanton in comparison to the distance; the train from London to Normanton runs at a very moderate rate of speed. The returns will show that the time allowed for the train at Normanton, after its arrival there and before its departure, is not enough for the work that there is to be done. After that it runs at the rate of above 40 miles an hour, on a very peculiar piece of the line, where there are no less than six junctions, one of which is a fork where the passengers for Hull turn off,

Vide Appendix.

and

and that involves the examination of every carriage, to see that the passengers have got into the right carriages. Therefore if you attempt to run on that bit of the line at a high speed, the delays must be greater than between London and Normanton, where those special contingencies do not occur.

3378. Now will you turn to Question 1307?—As to that, I should like to give an explanation to the Committee. The witness says, "When we gave them notice of the last acceleration, they expressed an opinion that it would be necessary to restrict the train to two carriages; but no such restriction has taken place." If the Committee will turn to Question No. 1410, they will find the conversation is given at some length. The Report of the Post Office surveyor of what took place in his communication with the manager of the railway company is this: "I beg to state that they find it now very difficult to keep time with their express trains, and they anticipate that it will be still more so when the weight of the travelling office and the van is added to their ordinary expresses; but at the same time they feel sure that their traffic will be diminished so much, as to be contained in one, or at most two carriages, in which case that objection falls to the ground." I beg to point out to the Committee, with reference to that statement, that there is a great difference between the company expressing an opinion that it would be necessary for them to restrict the trains to two carriages, and an opinion that the traffic would fall off so as of itself to restrict the train to two carriages.

3379. Now we go on to Question 1325, which is a question put by Mr. M'Gregor: "The time-bill set forth by Captain O'Brien shows that the speed from London to Rugby is 33 miles an hour; from Rugby to Derby 39 miles an hour"?—The question there is, whether the speeds were arbitrarily fixed by the Postmaster-general, or on consultation with the railway authorities. Mr. Hill's explanation is, "Before directing that the company should run a train at that speed, they sent to the company the proposed time-bills, and asked them if they had any objection to enter into the arrangement, and they obtained in that way the concurrence of the railway company to the time-bills." That statement is not correct, because certainly the company did not concur in the time-bill, but objected to it.

3380. Did they object to it because the rate was too high?—The objection is fully stated in that same question, No. 1410, that they objected to it, and thought that they would not be able to perform the service punctually. They did not consider it necessary to embody it in a formal remonstrance to the Postmaster-general, because they were quite prepared to endeavour to do anything that was asked from them; and partly because the question was not put to them in a formal shape. But in a conversation between the Surveyor of the Post Office and the company's manager, the manager expressed all the objections I have expressed here, but was quite willing to attempt to meet the wishes of the Post Office; and, therefore, I think it is overstating the case to say that the company concurred in a time-bill, when by the very letter before Mr. Hill, he was aware that they objected to the time-bill. On the same subject there is a question, No. 1382, as to the Post Office requiring the same number of stoppages which a railway company requires from ordinary express trains. The answer is, "We sometimes require a large number of stoppages, but when we do require them, then an allowance is made in respect of such stoppages." And again at Question ——, I find I have mislaid the reference, but I have a distinct recollection that it was stated by the Post Office that five minutes additional time was offered in consequence of the additional stoppage at Ferry Hill, and that that was refused by the railway company. Now the statement by the manager of what took place was this: That they did not think it necessary on the down mail to take that additional five minutes, because the time allowed at Newcastle is 30 minutes, which from experience seems a great deal more than is wanted for the Post-office purposes; and therefore he suggested that five minutes should be taken out of that time, and then whenever the train was five minutes late no inconvenience would occur, but if the train happened to be in time the public would gain by it. He then said it was for the Post-office to settle whether it was worth making that small alteration by notice, or that the train should be run upon the understanding that when necessary five minutes should be taken out of the unnecessarily long time allowed at Newcastle for Post-office purposes. I submit that that was a fair proposition to make by the company, and it is somewhat hard now to turn round and impute blame to them for not

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keeping time. Even in that question, No. 1410, you will find it mentioned that it did appear to the company that 15 minutes would be wanted to insure punctuality.

3381. Now turn, if you please, to Question No. 1416.—The question is put, "Reading that in connexion with Captain O'Brien's answer, it does seem to me that the subject was not sufficiently discussed or considered; the company offered to do everything in their power to work up to some table which you exhibited, but they stated objections to it." The answer is, "They stated their objections, but they expressed a desire to try the speed, and if any difficulties occurred, they would apply again to the Post Office. They did not apply to the Post Office; on the contrary, they proposed to continue that speed all the way to Edinburgh." I have explained why it was not necessary to make a formal application to the Post Office, and though we were prepared to continue the speed to Edinburgh, it does not follow that we undertook to go at any precise rate of speed down to Edinburgh, but simply that instead of running at a very low rate north of Newcastle, we were willing to run at the general express rate.

3382. I believe that, with reference to Question No. 1370, you wish to explain a statement which you have made before?—Yes. Question No. 1360 is, "Is it not always the case that there is a great difference between the summer and winter service?" The answer is, "Captain O'Brien tells us that the difference is the other way." I submit that I said nothing at all of the kind; that it is quite contrary to everything I did say; but I said, north of Newcastle the train runs at a very low rate of speed; so low, that even in winter we are able to gain considerable time with it; and when the mail train was unusually late, which happened in the winter, we thought it our duty to pick up more time than we did in the summer when it was not so late.

3383. Have you anything to say in regard to the running of the train between Newcastle and Berwick with reference to Question No. 1419?—There is a general statement, or rather, the inference is, that as we run at a higher rate between Newcastle and Berwick with our express trains, we are therefore able to run with punctuality at the speed the Post Office have fixed south of Newcastle. I submit that the line is totally different north and south of Newcastle; we may be able to run at high speed on a line perfectly free from junctions, and not be able to maintain it between Darlington and Newcastle, which is a very interrupted piece of ground, full of junctions and crossings; so that, although the east-coast line from London to Edinburgh is a good line for running, that particular bit is a very bad line for a very high rate of speed, especially in bad weather or darkness.

3384. Have you any observation to make with reference to Question No. 1409?—I stated there that the rate of speed fixed by the Post Office was higher than we should have run at if left to ourselves. I was speaking only to that particular portion of the line; we might run at a high rate on other parts, but not there.

3385. With reference to Question No. 1507, as to certain arrangements which cause delay; are the Committee to understand you to deny that the mails have been late in starting north of Tamworth?—Of course I do not mean to say there was an arrangement intentionally to cause delay, but that the arrangements are such that delay is a necessary consequence of them, and it will be seen that if an attempt is made to bring letters from all parts of the three kingdoms at a high rate of speed to one focus by a service liable to great contingencies, in that case a high rate of speed and great punctuality are necessarily incompatible; and it is felt to be so, because I see that now the rule is, that if the Irish mail does not come in in time. the train, instead of waiting for it as it used to do, goes away and leaves the Irish letters behind. A great point is made that the Irish correspondence to Newcastle would be left behind if the suggestion that I made were adopted. Here the very thing is actually contemplated; and while it is made a reason for delay in the London and Newcastle correspondence that you must stop it to bring on the Irish letters, it now turns out that the Irish letters are thought of so little consequence that when a train is late they are left behind.

3386. That appears to be alluded to in Question 1804, where Mr. Rowland Hill states that he wishes the letters to be left behind. Mr. Wilson refers to Question No. 1510 of Mr. Hill's evidence; have you any remarks to make upon that?—It has been given in evidence before the Committee that the train from Holyhead and the train from Scotland arrive at Tamworth at 12.42. The Newcastle letters leave Tamworth at five minutes past one, leaving 23 minutes to do the work. Mr. Hill states that the service cannot be done under 15 minutes; that leaves

leaves only eight minutes for all these contingencies over hundreds of miles of railway and a sea service. The Honourable Member for Kerry will be aware that when the returns were made out of the arrival of the Holyhead boat in the month of November 1852, the average delay of that month was eight minutes late every day, therefore that one junction alone would have involved a constant delay of the Newcastle correspondence. I have marked Question No. 99 of last year's Committee, where Captain Huish says, "The delays of the Post Office are very serious, and necessarily so from the enormous accumulation of bags. I have known trains kept 30 minutes at Tamworth from the mere manipulation of the branch bags." I was in the room the other day when Captain Huish described what took place at Crewe, there being 142 bags, and his description was such that it is evident there must be great delay at Crewe. Therefore, I say that if you are to wait at Tamworth,—in short, if you go to Tamworth, the object is that letters shall not be left behind. Now, if any accident happens to the Irish letters, the Scotch letters are detained, and if anything happens to the Scotch letters, the Irish letters are detained. Each is detained for the other, and the Newcastle correspondence is detained for both; that, I think, justifies the statement I have made, that delay is necessarily the consequence of those arrangements. However, it may be in other respects a good arrangement, especially for the purpose for which it has been so often quoted by Colonel Maberly, Mr. Hill, and Mr. Page, as being an arrangement to save expense. Colonel Maberly's explanation was that the great principle of the system of massing letters on particular lines is to save expense.

3387. Tne main ground of your objection is that our London correspondence should be made dependent on these contingent matters?—That is the real objection. Now, with reference to Question No. 2091, Mr. Hill states that if all the letters which originate upon the Midland line were put upon the Great Northern line, and no steps were taken to bring up the letters which would otherwise be left behind; then the probability is that Newcastle would lose about half its correspondence." I would submit that the proposal made by no means involves that the bulk of the letters were to be left behind. On the contrary, it is distinctly said, in the first place, that the London letters would not be left behind; the east coast letters would come in time; the Birmingham letters would be brought up; the Scotch letters, the Manchester and Liverpool, and all the manufacturing districts would not be left behind; the only letters which might be left behind would be the Irish letters, and therefore the conclusion that half the letters would be left behind is calculated to give an erroneous idea of the consequence of breaking through the present system of centralisation at Tamworth. Again, at Question 1514, with reference to the conveyance of the Irish letters between Crewe and Normanton, Mr. Hill stated that the running speed would be about 29 miles an hour. The next question is, "Why is so low a speed as 29 miles adopted on that line?" The answer is, "Because it is sufficient; of course a high speed is always costly, and therefore we do not require high speeds, even when we are empowered to do so, unless there is a reason for it." Again, the Newcastle people will feel that if their letters are to be delayed to bring up Irish letters, it is hard that, upon the whole distance from Crewe to Normanton, which is a distance of 70 miles, the train should be run only at the rate of 29 miles an hour merely to save expense to the country generally, whereas the hardship falls on them individually, the gain being to the country generally; and if this system is to be maintained, surely every effort should be made not to put the Newcastle people in an unfair position with regard to the rest of the country.

3388. Mr. *MacGregor.*] Do you know the gradients of that line?—No, but I am quite certain that the speed is regulated at 29 miles an hour to save expense; I know that, in spite of all the gradients, a train could be run at a far higher speed than 29 miles an hour.

3389. Do you know the curves of that line?—We know what they are in the county of Durham. I defy you to find a worse piece of ground than from Darlington to Newcastle, and we are working at a high rate of speed there.

3390. Mr. *Liddell.*] But there is a railway, is there not, on which it has been proved impossible to run at anything like a high rate of speed; namely, the Newcastle and Carlisle Railway, in consequence of the curves?—Excuse me; that has never been proved; the engines on that line are very judiciously constructed for that line, and do not run at a high rate of speed; but if you had an express

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engine on that line, I have no doubt that a train might be run at a speed of 40 miles an hour; and I may say, that if that 29 miles an hour were increased to 40 miles an hour, then it would be a saving on that distance of 25 minutes. Mr. Hill's memorandum does not give us what is the bar to the acceleration of the train to Newcastle; if it depends on the arrival of the train from Scotland, then there is no reason for it, because those bags might be dropped at Warrington, and be brought across to Normanton; if, on the other hand, it depends simply on the Irish letters, the speed from Crewe to Normanton ought to be raised to the highest extent, and indeed I do not know but what I might go farther, and say I think it ought to be brought by the shortest line. The shortest line for the Irish letters is not by Crewe, but by the Cheshire and Lancashire Junction to Warrington; therefore it comes really to this: that the limit of the acceleration to Newcastle, as it stands now, would be caused by bringing up the Irish letters, which by their own arrangements seem hardly to be worth waiting many minutes for; and then the mail is brought not by the shortest line, nor by any means at the highest practicable rate of speed.

3391. There is only one other point that I need touch upon, and that is as to what the public consider the competition for traffic to the north of Scotland from Greenhill; have you any remarks to make upon that subject?—I heard Captain Huish express very great approbation of the plan proposed by Mr. Hill, which was arranged with his advice and concurrence. I think it quite natural that Mr. Hill should have a high opinion of a scheme that undoubtedly is an exceedingly good scheme for the greater part of the country, and does save the public money, though it inconveniences Newcastle. I can also quite understand the manager of the London and North-Western Company highly approving of a postal arrangement which shall confine the mails to his own line, and which has the incidental advantage of bringing the western mail train to the Greenhill Junction at a quick rate of speed, while it delays the eastern mail in arriving at the same junction; and which, by that means, so far as that train is concerned, throws the whole traffic of Scotland, north of Edinburgh and Glasgow, into the hands of the London and North-Western Company, and that he could see no inconvenience at all in all the people who live on the east coast between London and Edinburgh being deprived of going forward by the night mail train that runs by the east coast.

3392. You use the expression, "while the east coast is delayed;" how is that delay caused?—The mail train that runs to Edinburgh runs at a quick speed only part of the way to Newcastle; there its rapidity is stopped, and, for the sake of saving expense, it is run at an excessively low speed from Newcastle to Edinburgh; therefore the other line anticipates it, and of course any passenger from London will go by the west coast line if he is going north of the Greenhill Junction.

3393. So that the advantage is thrown into the scale of the London and North-Western Company for that distance?—That is the result of an arrangement which, however good for other purposes, happens undoubtedly to give that advantage to them.

3394. And you are able to state that, were it not for the low rate of speed being fixed on a certain portion of your line, you would be able to arrive at the Greenhill Station as soon or sooner than the other line?—The Greenhill Junction by the Western line, is I think, 12 miles nearer London; therefore on the east coast we should have 12 miles to contend against. But I think I heard Captain Huish say, that in the great distance from London to Edinburgh, three or four miles made no difference at all, but that 12 miles became an insurmountable obstacle. I think it is clear there cannot be so enormous a difference between three miles and twelve miles; and that the public choosing the express trains by the east coast when they can get them, in preference to the express trains by the west, proves that for some reason or other the east coast is a better route than the west coast, and that the additional distance is nothing as compared with the advantages one line presents over the other. And even if it over-balanced it somewhat, I contend that the convenience of the passengers over that great district ought to be consulted, and that if possible passengers from London ought to have an opportunity of choosing by which route they will go. I concur entirely in the opinion expressed by the Lord Provost of Edinburgh, that passengers from the east, and from the west, for the north of Scotland, should be allowed to go forward by the same train, if it be practicable.

3395. *Chairman.*]

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3395. *Chairman.*] Have you any other reason to give for being able to get to Greenhill at the same speed as the London and North Western line, except that yours is a better line than the London and North Western?—We think it a better line, and there are not so many great towns upon it; we think that under the same circumstances we could get there as soon, or very nearly as soon as they; within a very few minutes certainly.

3396. In the evidence of one of the witnesses (I believe in Captain Huish's) it was shown to the Committee, that as regards the express trains to Edinburgh, the speed on the two lines now is about the same?—That may be.

3397. And that they arrive at the same time in Edinburgh?—That may be; there is no competition; neither line has an interest in running faster than the other to Edinburgh.

3398. But two express trains starting from London, go at the same speed to Edinburgh at the same time?—Yes.

3399. Then is not a *primâ facie* case made out that the lines are in some degree equal?—It is only a *primâ facie* case, because it is explained, that the receipts being divided between the companies, neither company has an interest in running quicker than the other.

3400. But how is it with regard to the express trains that are not mail trains?—The traffic is divided by every train south of Edinburgh, including Edinburgh, but not north of it; none of the traffic is divided north of Edinburgh; therefore one company has no interest in running to Edinburgh faster than the other. Something has been said about a scheme I suggested about a centre of communication, but I merely put that in to show that there is no physical obstacle to its being done. I say nothing about expense; that is for others to judge of; and I do not contemplate any transference of bags or diminishing of the service now performed on other railways.

Lunæ, 19° *die Junii*, 1854.

MEMBERS PRESENT.

Mr. Liddell.	Mr. Fortescue.
Mr. M'Gregor.	Mr. Cowan.
Mr. Hamilton.	Mr. Philipps.
Mr. J. W. Patten.	Mr. Henry Herbert.
Mr. Thompson.	

J. W. PATTEN, Esq., IN THE CHAIR.

James Billings Badham, Esq., and Mr. *James Cresswell Wall*, called in; and Examined.

J. B. Badham, Esq. and Mr. *J. C. Wall.*

3401. *Chairman* (to Mr. *Badham*).] YOU are the General Superintendent and Secretary of the Bristol and Exeter Railway Company?—Yes, I am.

3402. There has been a return made to this Committee of the time which the mail trains were late on their arrival at Exeter along your line, for the months of October, November, and December last, and it appears that during the whole of those three months there was considerable delay in the arrival of the mails; can you give the Committee any information upon that subject?—We are free to acknowledge that there were such delays. I had in January a letter from Colonel Maberly on the subject, and I gave him then all the reasons for the delays that suggested themselves to my mind, and if the Committee will allow me, I will read what was written to him. There are several letters, but I will read only the one to which I allude. It is dated 10th January 1854: "In answer to your letter of the 30th ult., I beg to assure you that no exertions are spared in carrying out the arrangement of the Postmaster-general for the conveyance of the night mails over the Bristol and Exeter line. The chief causes of irregularity are the shortness of the time allowed, and during the portion of the year of which you complain, the frequency of slippery rails. Ten minutes only are allowed at

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Bristol for both the Great Western Company and this, while the former finds this time too little for its own purposes." So that we get 10 minutes allowed for both companies, and the work cannot possibly be done in less than 20. "It has been proposed to the Great Western to run the down mail direct to our express platform, whereby a good deal of time would be saved." That has been recommended to the Great Western Company, but has not yet been adopted. This refers to what Colonel Maberly said as to the consequences of these Post-office arrangements. "With a few unavoidable exceptions, it does not appear that there has been much reason for the repeated remonstrance from the public or for the serious confusion in the performance of the duties of your officers, unless indeed the reports of arrivals and departures made to me by our superintendent of traffic for the month of December, of which I have the honour of enclosing copies, be incorrect, which I have great difficulty in believing." I have the superintendent of traffic here, and he pledges himself for the accuracy of these statements, and if he is correct, the returns made to the Post-office are incorrect. "I am desired by the directors to assure you that all needful practicable measures shall be adopted to preclude all cause of dissatisfaction on the part of the Postmaster-general."

3403. What is the time allowed for the down night mail between Bristol and Exeter?—Two hours and 40 minutes.

3404. And what is the running speed?—The running speed is an average of about 25 or 26 miles an hour.

3405. Is that including stoppages?—Yes; it includes stoppages, of which there are six, and in that particular our line differs from several others that have fewer stoppages. Every stoppage occasions of course a considerable loss of time.

3406. What is the distance?—75½ miles; 76 miles we call it.

3407. You say that you consider the speed required by the Post-office is too great?—We consider that the speed which is required is greater than we can, with so many stoppages as six, conveniently perform in the time; but if more time were given in Bristol, and in Exeter, we should be able, I suppose, to do it within the time.

3408. Can you state the number of passenger carriages that accompany the mail?—They differ very materially. We are of course under necessity of taking some in order to make the train pay at all, because the allowance we get from the Post-office is insufficient to pay us. The passenger carriages, including horse-boxes, carriage-trucks, and every other vehicle, average about eight.

3409. Have you found any great inconvenience to arise in conducting the mail service, on account of the passenger traffic?—Yes, certainly, we require more time at the stations when passengers are either to be landed or taken in, than would be the case otherwise. That must necessarily require some time, but we do not find that the stoppages at the stations on account of the railway itself, independent of the Post-office, ever, on the average, exceed three or four minutes.

3410. Is the stoppage, of which you complain as being too short, at Bristol, for which you are allowed 10 minutes, found inadequate for the Post-office service alone?—Yes, it is.

3411. What is the nature of the Post-office service at that station?—It is changing any bags that have to be changed, and sometimes waiting for the Post-office bags themselves. We do not get the bags within the 10 minutes given for waiting.

3412. (To Mr. *Wall*.) What office do you fill?—I am superintendent of traffic on the Bristol and Exeter line.

3413. Can you give us any information upon this subject?—There are separate Post-office vans and tenders used on the Great Western and Bristol and Exeter line; and on the arrival of the mail, which leaves Exeter at nine at night, at Bristol, which it reaches at 40 minutes past 11, the Post-office van and tender working from Exeter and Bristol has to be taken off the train, and another has to be put on to come to Paddington; that occupies 20 minutes.

3414. Does the same change take place in the down mail?—It is uncertain; it is not so regular; it frequently does take place, but not regularly.

3415. Have you any idea of the weight of the bags that are exchanged on those occasions?—I cannot speak positively to that, but about 12 months ago I paid attention to the weight of the bags, and they averaged then about 35 cwt., one ton 15 cwt.

3416. Do you think that the process of changing the mail carriage alone could not be effected in 10 minutes?—I am certain that it cannot. I have several times witnessed it myself. In fact I have stayed out for the arrival of the up mail and down mail, having received these frequent complaints from the Post-office, to see if the change could be effected in less time, and I am certain it could not be done in less than ten minutes. I have a statement here for the months of October, November, and December, showing the arrival of a Bristol and Exeter train at Bristol, its delivery to the Great Western, and its departure from the Great Western onwards to London. In like manner the arrival of a train from London at Bristol, its delivery from the Great Western Company to the Bristol and Exeter Company, and its departure from the Bristol and Exeter station for Exeter.

3417. Have you made an average of the time that has been occupied?—Not carefully; but a glance at the paper shows it to be about 22 minutes.

3418. Have the other passenger carriages to be changed at the same time with the Post-office carriages?—No; we arrange for them to go through. There is no alteration of them except we find on arrival at Bristol that there are more than are required for the Great Western journey, or unless we require an extra coach; usually, however, there is not any change in the passenger carriages.

3419. After what you have stated it is almost unnecessary to ask whether you believe that any great acceleration of speed can be accomplished on your line by the mail train?—I think not with the number of stoppages that we have at present.

3420. With a less number of passenger carriages do you think it could be effected?—No, I do not think it could at night. It might be by the day trains I believe, but at night it certainly could not.

3421. Mr. *Philipps*.] It is always dark while the train is going between Bristol and Exeter, is it not?—It is always dark. On several occasions I have ridden with the engine, and if the night is stormy there is great difficulty in seeing signals at the stations, and the engine men are afraid to keep on at full speed when they are approaching a station, because, until they get within a reasonable distance, they cannot see whether the road is clear or not.

3422. *Chairman* (to Mr. *Badham*).] Are the gradients and curves on your line more unfavourable than they are on other railways?—The curves are not, nor are the gradients, except in one particular case; at the White Ball tunnel the gradient varies from 80 upwards.

3423. Do you know what is the running speed of your trains exclusive of stoppages?—I should think 35 miles an hour; they could not average the speed I have mentioned to you without running 35 miles an hour.

3424. Are there many junctions on your line?—Only two that affect the night mails; three in the case of the day mails.

3425. (To Mr. *Wall*.) Which are they?—In the case of the night mails there is the junction to Weston-super-Mare and a junction to Tiverton, and in the case of the day mails, the Weston-super-Mare junction, the junction to Yeovil, and the junction to Tiverton.

3426. Is it absolutely necessary that you should stop at all those places?—The bags are taken out and put in at each of those stations.

3427. Have you any apparatus at the different stations for the delivery of the bags?—No.—(Mr. *Badham*.) The Post-office made an application to our company upon that subject, but after consulting with the officers, we found it would be dangerous, and that the plan could not with safety be adopted; the proposition was the erection of apparatus for the delivery of the mail bags.

3428–29. (To Mr. *Wall*.) Have you any other complaints to make against the Post-office besides those which you have just stated, with regard to the delivery of the bags to you?—No, I think not; we occasionally wait; but it is very seldom we are kept waiting for the bags.—(Mr. *Badham*.) There are a few cases in which we have had to wait for bags, but that cannot be taken as a rule; in general we have not to wait for the bags.

3430. Mr. *Philipps* (to Mr. *Wall*).] At what time is the down night mail due at Exeter?—At five minutes after four o'clock in the morning.

3431. Then you have scarcely any light all the year round?—We have not.

3432. *Chairman* (to Mr. *Badham*).] Supposing the night mail train were devoted specially to the Post-office service with no passenger traffic, do you think it would be necessary that you should have more than 10 minutes stoppage at Bristol?—Yes; I do not apprehend that for the two companies less than

20 minutes would be found sufficient; I do not think that less than 20 minutes would do under those circumstances.—(Mr. *Wall.*) I think that would depend upon the Post-office arrangements; if the authorities could make an arrangement that the mail van and tender should go through from Paddington to Exeter, and from Exeter to Paddington, and there were no change at Bristol, 10 minutes would be sufficient; it is the changing of the vehicles that occupies the time.

3433. Mr. *MacGregor* (to Mr. *Wall*).] Would the same engine go straight on from Bristol to Exeter?—No.

3434. Where would it be changed?—The engine is changed at Bristol.

3435. Would it not be possible to go on with the same engine?—No; the distance would be quite long enough for one engine from Swindon.

3436. From what cause does the loss of time take place at Bristol?—The time is occupied in two ways; in moving from the one station to the other, and also in transferring the tender and the Post-office bags.

3437. *Chairman.*] Is it required from you by the Post-office that you should change the carriage?—I do not know that it is required, but it is always the custom to do so, and we have received no intimation from the Post-office wishing it to be otherwise.

3438. (To Mr. *Badham.*) What is the nature of the notice under which you carry the night mails?—In what respect?

5439. The notice of the Postmaster-general to carry mails requires from you the provision of a carriage, does it not?—Yes, it requires the provision of a carriage of a particular construction, made purposely for the conveyance of mails. That is prescribed in the notice; the sorting is done on the road; it is a travelling post-office; the persons who travel in it are provided with all the needful apparatus for sorting the letters.

3440. (To Mr. *Wall.*) What becomes of the Great Western carriage at Bristol?—I will not speak positively, but I believe it leaves Bristol again with the day mail at 35 minutes past eight in the morning.

3441. Do you mean it goes back to London?—It goes back to London.

3442. (To Mr. *Badham.*) Has any proposition been made to you to allow such a carriage to go along your line?—No; there has been no such proposal.

3443. (To Mr. *Wall.*] Can you suggest any reasons why the same arrangement should not be made on your line which is made on the northern lines, for the Post-office carriage to go along the whole line, from beginning to end?—That would be a great convenience to us.

3444. And that would obviate the changing of the mail at Bristol?—It would save 10 minutes at Bristol; I am sure it would.

3445. Mr. *Liddell* (to Mr. *Wall*).] I will ask you as to a circumstance noticed by Mr. Saunders; has it come under your attention that, during the three months which have been alluded to, there is usually more wet weather, and that the traffic is larger than it is at other periods of the year?—In October it is very much larger; and for a fortnight before and about Christmas the traffic is generally very heavy.

3446. That is in consequence of the transmission of more parcels, and of there being more moving about before Christmas, I suppose?—Yes.

3447. I am not referring to the Post-office traffic so much as to the luggage traffic at that period of the year; do you know whether the weight of the mails is usually greater at that time or not?—I cannot speak positively as to that.

3448. Mr. *MacGregor* (to Mr. *Badham*).] Has any conference taken place between the officers of your railway and the Post-office authorities, with regard to the delay at Bristol, of which you have spoken?—No, I am not aware of any. I should mention with respect to the three months which have been alluded to, that I should consider them to be a very unfair selection of months; I think they ought not to be taken as an average; if the preceding three months, or the following three months were looked into, the delays would be found to be much less frequent.

3449. *Chairman* (to Mr. *Wall*).] As to the station at Exeter, is there the same change of the Post-office carriage there?—Yes, the Post-office carriage is changed again at Exeter.

3450. Do the South Devon Company provide a carriage of their own?—I cannot speak very positively to whether they provide a sorting box or not, but the sorting van, which is used from Bristol to Exeter, stays at Exeter.

3451. How much time is allowed at Exeter?—I believe it is a quarter of an hour, but I cannot speak positively; I am told it is 10 minutes.

3452. Is that time found insufficient?—No, I think not.

3453. Have you any delay to complain of as regards the stopping of the up-mail at Exeter?—No; but the Exeter station is a much more convenient station than the station at Bristol; it is better situated.

3454. (To Mr. *Wall*.) In what respect?—It is, in fact, one centre station. The Bristol and Exeter Company do the work of the South Devon line, and consequently the work is more concentrated there. In Bristol there are two separate stations, the Great Western and the Bristol and Exeter, and there is, therefore, the passage from one station to the other, and *vice versâ*.—(Mr. *Wall*.) Ten minutes only is allowed at Exeter. I have a statement of the arrival of the South Devon mail for the three months at Exeter, and its departure from Exeter, and certainly 10 minutes is not found sufficient at the Exeter station; the actual stoppages average about 16 minutes. I find that about 16 or 18 minutes are occupied; we never start from Exeter punctually. During the month of December we never started once punctually from Exeter. It was found impossible to do so.

3455. Mr. *Liddell* (to Mr. *Wall*).] You state that only 10 minutes are allowed at Bristol for the change of the van, which occurs every day?—Yes, every day.

3456. And you cannot get through the work, I think you say, in less than 20 minutes?—No.

3457. Consequently 10 minutes are regularly lost every day at that place?—Yes.

3458. Can you make that time up?—No, not as a general rule; it has been made up sometimes.

3459. According to that, then, that particular train is 10 minutes late every day in the year?—Yes, taking the average.

3460. And you say there have been eight minutes more lost at Exeter by a similar arrangement?—Yes.

3461. That would represent a delay of 18 minutes every day from those two causes alone?—Yes.

3462. (To Mr. *Badham*.) That must be a very irregular train when you take the average at the end of the year?—Yes; unless the lost time be made up. If the weather be very favourable, the coke very good, and the engine in good order, the lost time may be made up.

3463. *Chairman* (to Mr. *Wall*).] You say you work the South Devon line?—It is a joint station.

3464. Do you convey their trains on to Plymouth?—No; they find their own locomotives.

3465. And you are not in a position to explain how any of the delays which have taken place upon their line have been occasioned?—No.

3466. (To Mr. *Badham*).] Have you had your attention called to the parcel traffic on your line?—Yes.

3467. How has that been affected within the last few years?—The parcel trade upon all railways, I suppose, but certainly on ours, was a very material part formerly of the profit derived by the companies from working their lines; but two causes have occurred, one of which is the recent legal decision as to packed parcels; the chief cause, however, has been the alteration of the practice of the Post-office in taking, as letters, parcels which we formerly used to convey. I know of cases in which the ordinary charge for parcels would be 2*s*. 9*d*., but by putting them in the letter bag with the ends open, those same parcels have been conveyed for 6*d*.; it is reasonable, therefore, to suppose that the Post-office has been doing the parcel business of the railways, and we know that they must have been doing so by the increase in the weight of the Post-office bags.

3468. When you speak of a recent legal decision, you mean an alteration which was made in the law, do you not, with regard to carriers making up several small parcels in one large one?—I do.

3469. (To Mr. *Wall*).] Can you state the amount of your parcel traffic?—No; I cannot state positively; I can only say generally, that in the principal towns through which the Bristol and Exeter line passes, the booksellers get nearly all their parcels through the Post-office; and drapers also get their samples in the same way.

3470. Do you mean that the booksellers get their books through the Post-office?—They get their small parcels in that way; I believe that the railway companies

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suffer quite as much from the Post-office carrying parcels, as they do from the recent legal decision to which I have referred as to carriers being able to pack parcels; they are both, however, very serious matters.

3471. Mr. *Cowan.*] Have you any reason to suppose that parcels containing any articles except books pass through the Post-office at that low rate?—I know that small parcels for drapers do; if they want silks or muslins, they get them in that way; they have told me so.

3472. If such packets as you describe were examined at the Post-office, and their contents discovered, they would be made liable to a heavier rate of postage, would they not?—I know they do get them to a great extent, at a low rate; I am sure of that. The charge for a parcel, the weight of which is under seven pounds, from Paddington to Exeter, is 1*s.* 2*d.*, which includes collection and delivery, and I know that in point of fact many drapers do get their parcels quicker and cheaper by means of the Post-office than they could get them by railway.

3473. That indulgence of sending parcels by post was intended by Government, was it not, to apply only to printed papers?—I have understood so.

3474. And it is virtually extended to other articles?—Yes. I can speak positively to its having been used in the way I have described.

3475. Mr. *Liddell* (to Mr. *Badham*).] Has the practice to which you have referred extended in consequence of a decision of the courts of law to that effect?—I am not aware that that is so. The practice of packing parcels has always existed to a great extent, and serious questions have arisen between railway companies and carriers on that account. The companies were not able to prevent it altogether; but the difference arising from the late decision would not be so great as that which has been occasioned by the Post-office. A great part of the evil with respect to carriers existed before any judicial decision; but with respect to the Post-office it did not; and the consequence of what the Post-office did was very soon apparent in the weight of the bags, and in the weight of the money received for them.

3476. Mr. *Cowan.*] Is it your opinion that railways have suffered much in consequence of the abstraction from them of that portion of their traffic?—Certainly; we have suffered from it very considerably; indeed the parcel traffic was formerly the easiest and most desirable traffic the railways had.

3477. Have you formed any estimate of the loss your company has sustained in consequence?—I have not, but there is no doubt whatever that it has, among other things, prevented the growth of parcel traffic, the increase of which might have been anticipated as railways developed themselves. We had reason to expect that, as railways became developed, that class of traffic would increase, whereas, instead of an increase, there has been a diminution.

3478. Mr. *Fortescue* (to Mr. *Wall*).] When you say the system of book parcels has been extended to other parcels, do you mean that has been done by cheating the public?—I do not know whether it is considered cheating or not, but I am prepared to prove that drapers, solicitors, and other people, have parcels sent through the Post-office at a very reduced rate; I cannot speak positively as to the rate, but I know they can receive them through the Post-office cheaper than the parcel rates by railway, although they have been much reduced within the last few years.

3479. Are you aware that all parcels, except books, are charged at the usual letter rate?—I cannot speak positively as to that.

3480. Mr. *Liddell.*] It is your opinion, is it not, that there has been a competition going on between the Post-office and the railway companies for the parcel traffic, and that the Post-office has won?—That is the practical effect of it.

3481. Mr. *Herbert.*] You have stated that tradesmen find they can get their parcels cheaper by post than by railway, and you also stated, I believe, that they could get them quicker. Do you think it possible for railway companies to organise any system by which parcels could be delivered by them as quickly and as punctually as they are now delivered by the Post-office?—I should think there would be no great difficulty as to such an organisation; but it would require some calculation before it could be determined whether it would be profitable or not.

3482. Putting price out of the question, do you think that the railway companies could organise any system by which parcels could be delivered from the most distant part of the kingdom, from whence they have to travel over a number of lines belonging to different companies, with the same punctuality with which they are now distributed all over the kingdom by the Post-office?—I cannot see

see why that should not be done. I do not see many difficulties in the way of its being done.

3483. It is done now for larger parcels, is it not?—Yes, it is; at least goods are booked through from the most distant parts of Scotland to London over seven or eight railways without any charge.

3484. Have you heard of complaints having been made of serious delays in the case of parcels sent by railways?—Yes.

3485. Did you ever hear of the same complaints being made with regard to parcels sent by post?—Yes, I have heard of them, but certainly they have not been so frequent.

3486. Mr. *MacGregor* (to Mr. *Badham*).] Did any conference take place between you and the Post-office on the subject of the complaints made in the latter months of last year?—Not any, except by letter. The letter I read is an answer to Colonel Maberly's letter on the subject.

3487. *Chairman*.] What is the amount of remuneration which the Post-office pay to your company for the carriage of the mails?—The Post-office authorities do not distinguish between one mail train and another; they pay us under the last award 24*l*. per diem.

3488. Have you any means of knowing how far that award has been founded on a mileage rate?—I do not know on what it has been founded, but I can assure you that the award fell very short indeed of the calculations which had been made by the Bristol and Exeter Company of the actual cost, and of the reasonable profit which they might expect to make upon the transaction. Not that the company imagine they have, in the slightest degree, any ground of complaint against Lord James Stuart, who was the umpire; he no doubt exercised his best judgment in the matter, and made such an award as he thought was perfectly right; but we know, from calculations which have been made, that it does not answer the purpose of the company to convey the mails on such terms.

3489. Lord James Stuart was the umpire, was he not?—Yes; the 24*l*. a day I have mentioned, includes all the payments they make to us under the notice.

3490. For what services?—For the two day and the two night mails. There is one mail with respect to which we are not at present in a state of settlement with the Post-office, and are discussing what they ought to pay for it. With respect to the 3.10 mail, in the afternoon, for Exeter, we supply a compartment of a second-class carriage, capable of containing 10 persons, and the value of that we know to be 6*l*. a day; but for that we receive from the Post-office, under the present arrangement, 12*s*. a day, with which we are not satisfied; but to that, I suppose, they will apply some remedy.

3491. Do you know that that sum is awarded?—They pay us 12*s*. a day; that is the fare of one second-class passenger. That was their proposal to us.

3492. Does the notice require from you the whole of the inside of a second-class carriage?—No.

3493. What is required in the notice?—The notice requires us to convey the bags.

3494. But it states in what manner they are to be conveyed, does it not?—No; the notice is not particular with respect to that mail; and in the correspondence which I have lately had with the Post-office, they intimate that they are not careful about having the whole of the compartment, and that the bags might be put in another carriage, where our guard would take care of them; but we are not desirous of that sort of arrangement, because it would make us in a certain degree responsible for the care of the bags, which we do not, of course, desire to be.

3495. Is the train with which you perform this service one of your regular passenger trains?—It is.

3496. And it is one which is profitable to you, is it not?—It is profitable to us.

3497. Do you know about what weight of bags goes by that train generally? I suppose it would be from one to two-and-a-half hundred weight.—(Mr. *Wall*.) The average weight is about one-and-a-half hundred weight, except on Mondays, when the bags usually weigh about two-and-a-half hundred weight.

3498. What is the weight of luggage you allow to go with a second-class passenger?—Fifty-six pounds.

3499. Mr. *Liddell*.] The average of these bags is one-and-a-half hundred weight, you say?—Yes, from that to two-and-a-half hundred weight, according to the day of the week.

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3500. What is the allowance of luggage to a second-class passenger?—Fifty-six pounds, half-a-hundred weight.

3501. Mr. *Fortescue* (to Mr. *Badham*).] That service is not performed under notice, is it?—No.

3502. *Chairman.*] Is it performed under an agreement?—Yes, under an agreement.

3503. In addition to the services you have mentioned?—Yes.

3504. Are there any other special services that you render, which are not included in the notice?—No, they are all included in the notice, except as to the 3.10 train.

3505. That is, that for the 24*l.* a day you have two mails?—We have two mails by day and two mails by night; one each way.

3506. Had you any award made previous to Lord James Stuart's?—Yes; there has been more than one award, but the award by which the Bristol and Exeter Company was governed was the one by Sir William Molesworth; that was made during the time when the Great Western Company were lessees of our line, so that we were expecting to receive, under Sir William Molesworth's award, compensation for the conveyance of the mail. But we found that the Postmaster-general required another arbitration, which issued in the manner I have mentioned; Lord James Stuart decided that we were to receive 24*l.* a day, but Sir William Molesworth's award was considerably more.

3507. Have you any reason to complain of the delays in the arbitration?—I do not know of any intentional delay taking place on the part of the Post-office; I do not think there was any, but the chief difficulty is in agreeing on the umpire. It is desirable to have an umpire with no prepossessions on the one side or on the other; and it is always very difficult for us to find an umpire who is agreeable to the Post-office, and it is equally difficult for the Post-office to find an umpire who will be agreeable to us. A very long correspondence took place on that subject, and at last Lord James Stuart was fixed on; he happened to go abroad, and some other delays arose, which were not, I think, attributable to the Post-office more than to us. But the chief ground of complaint on the part of the railway companies is, that the Postmaster-general has, under the Act, power at any time of demanding a new arbitrator, so that if Sir William Molesworth's did not answer his purpose, he might demand a new award immediately. We cannot do that; it must go on a considerable time with us before we can have a new arbitrator.

3508. Mr. *Liddell.*] For three years?—Yes.

3509. Mr. *Fortescue.*] The Post-office thought Sir William Molesworth's award too high, did they not?—I suppose they did.

3510. And the result of the decision of the new umpire was to reduce the payment considerably?—The result no doubt was to reduce the payment; but the Post-office has this great advantage over railway companies, that it always employs a gentleman to enter into those matters who is fully in possession of all the circumstances connected with those cases, who has information as to all the awards that take place through the country; the results of these awards are concealed from the railway companies; that is to say, they have not the power to avail themselves of them in guiding the new umpire in his treatment of the subject. Now the Post-office has that advantage, and they avail themselves of such awards as answer their purpose, and keep out of sight those that do not.

3511. *Chairman.*] Do you think it would be advantageous to the companies to alter the present system of deciding these cases by arbitration?—I think it would be just if the railways and the Postmaster-general were placed on the same footing; if the Postmaster-general had no greater power in this respect than the railway companies; if the same rule served for both.

3512. Can you suggest any means of getting rid of the difficulty which exists with regard to the appointment of an umpire?—Really, I know not what could be suggested that would do away with the difficulty altogether, unless, indeed, both the railways and the Post-office could be placed on the same footing. I am quite aware that the Post-office must have the power of commanding the railways as far as the powers and resources of the railways go; that is necessary for the welfare of the country, doubtless; but that the Post-office should have the power, if it finds it has a good bargain, of keeping it on, or if it has a bad bargain as it supposes, of cutting it very short, while the railways have neither the one nor the other, can hardly be considered just.

3513. Mr. *Fortescue.*] The railway companies have the power of opening awards once in three years, have they not?—Yes.

3514. Do you know how often the Post-office has exercised its power of opening awards, since the opening of your line?—I do not know; our line was not, as far as regards the Bristol and Exeter directors, worked before 1849. The lease to the Great Western was then at an end, and we took the management of it ourselves.

3515. *Chairman.*] When were the mails first carried along the Bristol and Exeter Railway Company's line?—I presume it was eight or ten years ago, because, as soon as the line was completed to Exeter, the Great Western Company conveyed the mails as lessees of our line. They had then the charge of all these matters, and we had no control over them.

3516. Mr. *Liddell.*] Is it the fact that the decision of every succeeding umpire has been more unfavourable to your company than the decision of the previous one had been?—The two last were so.

3517. Mr. *Fortescue.*] That would show, would it not, that the Post-office had some reason to be dissatisfied with the previous decision?—So they would be if the railway companies conveyed the mails for almost nothing.

3518. The later umpires of course were chosen as impartially as the former ones were?—I dare say they were.

3519. And the result of their decisions was such as to justify the Post-office in their dissatisfaction with the first award?—Whether it would justify them or not I must leave to you to judge; but as far as we are enabled, by calculation to ascertain, they were not justified, but the very contrary.

3520. Mr. *Philipps.*] Of what award are you speaking; the awards of the Bristol and Exeter, or those in conjunction with the Great Western?—I mean the award of Sir William Molesworth, for the Great Western, the Great Western at that time being lessees of our line, and managing all mail matters.

3521. *Chairman.*] Sir William Molesworth made two awards, did he not, one for the Great Western, and another for the Bristol and Exeter?—No; or at all events, if he did, we were not cognisant of it. I think he made one general award, doing as Lord James Stuart has done, awarding a certain rate per day to be paid, including the service on the Bristol and Exeter line.

3522. When you took your line into your own hands there was another arbitration called for, was there not?—We were allowed to go on till the month of October or November (November, I believe), when we for the first time got a notification from the Postmaster-general that he should require a new arbitration, we in the meantime having been calculating, and even having paid to our proprietors, the same amount of compensation for conveyance of the mails as before.

3523. How did you distinguish what portion of Sir William Molesworth's award belonged to the Bristol and Exeter Company and what portion belonged to the Great Western?—Merely by taking the mileage, and presuming that it must be so; I ascertained from Mr. Saunders that that was about the state of the case.

3524. Mr. *Thompson.*] You stated that the Bristol and Exeter Company were allowed 24*l.* a day for the carriage of the mails?—Yes.

3525. That was under Lord James Stuart's award?—Yes.

3526. What were they allowed under Sir William Molesworth's award?—I cannot state the amount because I have not the particulars; but we calculated on about 2*s.* 1*d.* per mile, and the other, I believe, is about 16*d.*

3527. I understand you to say that the difference between Sir William Molesworth's award and Lord James Stuart's was about 8*l.*?—I think it was.

3528. Mr. *Fortescue.*] On one of those occasions the award was opened in consequence of the original line being divided into two lines; is not that so?—Whether that was the cause or not I do not know; but we had to account directly with the Post-office, instead of with the Great Western, after May 1849.

3529. It was when your line first became an independent railway that the award was opened?—Yes.

3530. Putting that opening of the award for that cause, which I take to be a very natural cause, out of the case, there were three other openings of the award within eight years; is that the case?—I really cannot speak to that. I am only aware of what took place with reference to Sir William Molesworth's award, because that was the one we expected to govern us at the expiry of the lease.

3531. Sir William Molesworth's award was the one which took place when the Bristol and Exeter line separated from the Great Western?—Yes.

 3532. Putting

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3532. Putting that out of the question, on how many other occasions has your award been opened by the Post-office?—That I cannot tell. We should not have been aware of it then, had not the lease come to an end.

3533. In what year was that?—1849.

3534. How often has the award been opened since?—We have had only one notice since, which is the one under which Lord James Stuart made his award.

3535. *Chairman.*] When was that notice given you?—In the same year, 1849.

3536. Mr. *Fortescue.*] Since 1849 then, the Post-office has once exercised its power of opening the award?—There has been only one award for it to open; that is the one now in force under which we receive 24*l.* a day, with which we are dissatisfied.

3537. How often could you have opened the award since 1849?—We could have opened it once, but once only. Lord James Stuart having made his award, that binds us for three years.

3538. You could then, under the present state of the law, have exercised your power of opening your award as often as the Post-office has actually exercised it?—Yes, but as respects us the Post-office could not re-open the award until it was closed; Lord James Stuart only recently made his award, and that award would have now to be considered by the Post-office, as to whether it answers their purpose or not before they determine to re-open it. If the present award answers the expectations of the Postmaster-general, he will not of course require a new award.

3539. Mr. *Thompson.*] Is it probable that the railway would be disposed to open this award when the three years have expired?—My chairman, Mr. Buller, reminds me that notice of a new arbitration was given in 1849, and that there was no actual award made until the beginning of the present year.

3540. *Chairman.*] Do you know the cause of that delay?—The chief delay, which I have previously mentioned, was the difficulty of our agreeing on an umpire; there were some others afterwards, such as Lord James Stuart having to go abroad; delays of that sort arose for which nobody was to blame; but the chief difficulty previous to the appointment of Lord James Stuart was as to the appointment of an umpire, in the selection of a person who would give mutual satisfaction.

3541. How have you arranged with the Post-office for the payment of your services during the delay which has occurred?—We received for services previous to the new notice, namely, from May 1849 to the 5th January 1850, as well as from January 1850 until the date of the award in January 1854.

3542. The Post-office then have been paying you on account during that interval?—No, they never paid us a penny on account; that is one thing of which we complain; we say it answers the purpose of the Post-office much better than it does that of the railways, who have laid out a large sum of money in their stock and working the line, &c.; as long as there is delay in the award they are kept without their money. I have applied on several occasions to the Post-office, and I wrote likewise to Captain Williams, the arbitrator on the part of the Post-office, and begged he would interfere with the Postmaster-general, in order that we might get a sum on account; however, we never did receive anything on account, and the result is, that we lose the interest of our money.

3543. You have been paid now, have you not?—We have been paid up to January last.

3544. What was the amount that had to be paid to you when you came to a settlement?—About 38,000*l.* under the notice of November 1849, and about 4,800*l.* for previous services.

3545. That was the payment for three years?—Yes, up to the day when the award was made, it was between 40,000*l.* and 50,000*l.*, so that we had been kept without the payment of upwards of 40,000*l.*

3546. Mr. *Liddell.*] It would have been a much larger sum than that under the former award?—Yes; our expectation was, that the new award would give us better terms than the old one; we were not satisfied with the old award; having a better acquaintance with the cost of the conveyance of the mails, we became dissatisfied with what we were receiving under Sir William Molesworth's award, and we thought that in calculating on the amount given by that award we were proceeding on safe ground; we had no idea that the new award would give us less than the former award had given.

3547. What would the sum have amounted to under the old award?—I believe about 10,000*l.* more.

3548. Mr. *Fortescue.*] Have you any reason to think that umpires are generally unfavourable to railway companies?—That would be speaking more unfavourably of the umpires than I should be disposed to speak; I believe that some awards have been higher, and some lower than the preceding ones.

3549. Can you tell me what you consider would be the bare additional cost to your company of conveying the mails by a special train with one or two carriages?—That would require a very careful calculation by the parties who are best acquainted with the consumption of coke, the wear and tear of engines, and various things of that sort; but it would no doubt call for a very considerable additional payment, as will be obvious to you when you know that we do other business with those trains, which other business of course comes in reduction of the cost of the train.

3550. There would be no great difficulty, would there, in forming an estimate of the bare additional cost of running on your line a train of such a description as that?—No; there ought to be no difficulty in it, and if I had been aware at all that you intended to put that question to me, I should have been prepared with an answer.

3551. Would your traffic returns show that?—No.

3552. It would be included in your half-yearly account, would it not?—The general cost of working would appear, but that includes many things which would not appear in the case to which you allude; of course the working of the night mail is considerably more expensive than working the mail by day, a circumstance which railways, I think, have to complain of; their expenses are much heavier at night, and that is particularly the case with regard to the Bristol and Exeter trains. They would not work the stations at night were it not for the mails. We should not send out goods by night; the Great Western Company do, but we should not, because we can do without it; so the greater part of the expense at night is therefore occasioned by the mails. All the expenses are heavier; of course there must be night porters, police, and officers of all kinds employed, who would not otherwise be necessary.

3553. *Chairman* (to Mr. *Wall*).] If the Great Western Company sent their goods traffic by night you would be almost compelled to send them on to Exeter when they arrive, would you not?—No; the Great Western train, which starts from Paddington at 11 at night, does not reach Bristol till eight in the morning, and we make preparations immediately to start a goods train to Exeter. Again, a goods train leaves Exeter at a quarter past one in the afternoon, arriving at Bristol at about seven in the evening; it is then transferred to the Great Western Company, and the goods arrive here about four in the morning.

3554. (To Mr. *Badham.*) I do not understand how the present arrangement obliges you to send your goods traffic by night?—I do not say we are obliged to do so; but I say we should not send them were it not for the necessity of forwarding the mails. We are obliged to keep a night establishment for that purpose. —(Mr. *Wall.*) We take the opportunity of working a supply of trucks. We call it a pick-up goods train; it picks up empty trucks from minor stations for the supply of larger ones; it is an immaterial train. We do not convey goods on the Bristol and Exeter line at night which are required either for the Great Western or the South Devon lines.—(Mr. *Badham.*) Then, of course, it will strike the Committee that the railway companies must have some time for the purpose of putting their lines in order. The permanent way requires continual attention; men are employed at all hours to keep it in proper condition with a view to the prevention of accidents. Now the passage of mails at night makes that a difficult thing; the men are not able to work half their time, a rail must not be left out of its place, or a screw or anything out of order, because if it were it would endanger the safety of the trains.

3555. *Chairman.*] Do I understand you to say that if the mails were taken off your line at night the passenger traffic along your line would be entirely interrupted?—Certainly; I do not suppose that there is one case in fifty of an individual going by the night mail who, if there were no night mail, would not go by some other train. There are other trains sufficiently convenient for all persons, so that the traffic over the line by the night train is no gain to us.

3556. A considerable number of passengers do go by the night mails, do they not?—No; there is not a very considerable number of passengers.

3557. Mr. *Fortescue.*] Without considering whether a train which carries mails is otherwise remunerative to you or not, could you not, from the accounts

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you keep, easily furnish the Committee with an estimate of the actual bare cost of running an engine and two or three carriages upon your line?—Yes, that could be done.

3558. Will you undertake to do that?—If the Committee wish it.

3559. Perhaps you will let the Committee have, at the same time, your last half-yearly statement to your proprietors of the cost of your line?—Yes, I will do so.

3560. Mr. *Liddell.*] I do not know whether you have stated how long a period elapsed during which the arbitration was open, when that sum of 38,000*l.* became due?—We got our award towards the end of January 1854; that included all the money that had become due to us from January 1850.

3561. Mr. *MacGregor.*] You have been asked to make out a return of the exact cost of running a special train; in order to keep your establishment in a complete state to do that, do you require to maintain locomotive works?—We do.

3562. You also require, do you not, to maintain materials and workshops and men, for repairing your carriages?—Yes.

3563. And you also require that your permanent way should be kept in good order?—Yes.

3564. Is it possible for you, then, to tell the exact expense of running any one train from point to point?—Only approximately; we cannot tell exactly what the proportions should be out of the various things to which you have been alluding; but a *bonâ fide* allowance would have to be made for what the cost really is; the usual mode has been to take all the cost of working the railway, and to suppose that all the work which is done upon the railway is chargeable in its various proportions for parts of it.

3565. But to make that approximate estimate, do you not require to take into consideration the capital that has been invested in your locomotive works, plant, and general establishment?—Certainly; and the short answer appears to me to be, that taking what the railway companies have laid out, the capital employed, and the expense arising from the working of the railway with the very best possible management that can be given to it, the utmost possible dividend that can be honestly paid by our company (and we are in a better position than many others), is four-and-a-half per cent.

3566. Then to ascertain the cost of one specification, you must consider capital expended to make and to maintain your railway, your locomotive engines, and all the other auxiliary parts of your establishment?—Certainly.

3567. Mr. *Fortescue.*] You understand that the return I asked for is not intended to include these items; the return which the Chairman has requested you to furnish, is an estimate of the actual bare cost of running an engine and two or three carriages?—Yes; but I presume you would imply that in calculating the cost, the various elements of expenditure would have to be taken into consideration, otherwise it would afford no fair criterion of the cost; if we merely took, for example, the cost of an engine, the interest upon the value of it, the wages paid, the cost of stock and things of that kind, that would be an unfair estimate of the real cost to the company; but as Mr. MacGregor says, all the other elements of expenditure come in in their degrees as parts of the calculation.

3568. But Mr. MacGregor does not mean the same kind of estimate that I mean; of course what the value of such an estimate would be, is another question; but the Committee wish to have this estimate, and they will judge afterwards of the value of it; if you furnish us with such an estimate, Mr. MacGregor or any one else will then see what items are left out; I only want to know, supposing one additional train, such as I have described, were run on your line to-morrow, what the additional cost would be?—If you will tell me the principle upon which that calculation is to be made, I will, with pleasure, furnish it to you; but it would depend on whether it is to involve all the points of expenditure and cost, or merely the expense of running that train in regard to the cost of coke, wear and tear of the engine, interest, wages of men, and so on.

3569. I want you to give such a simple estimate as you undertook to give before questions were put to you by Mr. MacGregor?—The estimate I should give you, without any reference to what has been now said, would certainly include all those things. I should do the same to you as I have done to the umpire already, Lord James Stuart, to whom I mentioned the cost of the railway, the interest of the money, and so on; in short, it would be everything as it stands.

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as a matter of expenditure to the Bristol and Exeter Company, who have found the money for doing these things.

3570. Perhaps you will let the Committee have such an estimate as you have been asked for, giving all the items?—Yes, that could be done.

3571. *Chairman.*] And with it your last half-year's statement of accounts to your shareholders?—Yes.

3572. Mr. *MacGregor.*] Is it possible for you to give an estimate of the expense of running a given engine any given number of miles, without taking into account all the items to which I have alluded?—Certainly not.

3573. Mr. *Fortescue.*] Then you will have the goodness, if you please, to specify such items as you think should be included?—Yes; but I must remind you that, in forming the estimate of the expense of a single train in that manner, there is a vast variety of points to be considered besides those that have been mentioned here; I should have to state to you everything that constitutes the expense of sending that train; among other things, the maintenance of the way, for every train that passes over the line affects the permanent way, and the machinery, and so on.

3574. Mr. *MacGregor.*] In order to turn out an engine in a perfect state, do you not require to keep on hand a stock of various articles necessary for its maintenance and repair?—Certainly.

3575. Can you fix a price for running a single train, without taking into account all those other attendant circumstances?—No; I do not think it would be fair to do so; I think some estimate ought to be made of the probable cost of every one of those things before I could give a fair return; I could tell you at once that the sum we charge for a special train is 7*s.* a mile, and we do not think we get anything by it; if you, for example, were to order a special train from Bristol to Exeter, we should charge you for it 7*s.* a mile, and the regular fares of the persons who travelled by it, whether they were one or two, or 20, and we consider that that is not a profitable business.

3576. Mr. *Fortescue.*] You are not very anxious to be called on for those special trains, I suppose?—Not at all.

3577. You charge for them at a rate which you intend will not encourage the public to make use of them?—No; we charge at that rate because it has become the custom to charge it; but as I have before mentioned, we do not consider it a profitable business; a special train always interferes with the working of the other trains; great pains and care must be taken to prevent accidents.

3578. Mr. *Herbert.*] If it were a profitable business, you would do all you could to encourage it?—Certainly.

Frederick George Saunders, Esq., called in; and Examined.

3579. *Chairman.*] YOU are, I believe, Secretary to the South Wales Railway Company?—I am.

3580. Where does your line commence?—It commences really at a place called Grange Court, eight miles beyond Gloucester; but practically Gloucester is considered the terminus of the South Wales Railway.

3581. Where do you take charge of the mails?—The same engine takes them on from Gloucester.

3582. Where does your company become responsible for the mails?—At Grange Court, eight miles beyond Gloucester.

3583. Along what length of line do you convey the mails?—About 160 miles.

3584. To what point?—To Haverfordwest, in Pembrokeshire.

3585. Have you any complaints to make of irregularity on the part of the Post-office in delivering their mails to you?—We have very great and numerous detentions and delay, owing to the irregularities of the Post-office.

3586. Where?—Chiefly at Gloucester; in the three months to which I have been referred in the summons sent to me, of October, November, and December, out of the 92 trips by the down mail from Gloucester, on 44 occasions the train was delayed waiting for the mail bags at Gloucester; the delays by the up mails are not so serious. At Gloucester, I believe, the whole of the bags are re-sorted for South Wales; to a certain extent, the delays in starting from Gloucester are caused by the irregularity of the arrivals there; but beyond those irregularities, there are 44 cases in which the trains have been delayed in starting by the bags not being ready. We also have not unfrequent delays at Chepstow; the west country

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bags are sent up by the South Devon and Bristol and Exeter Railways to Bristol, and thence by a cart to what is called the Aust Passage, and then they go by boat across the Severn to Chepstow; they of course are dependent upon tide and weather, and those bags are occasionally late, and the mails therefore are delayed at Chepstow.

3587. Can you give the Committee any statement as to the time they have been delayed during those three months?—I have not the number of times they have been delayed at Chepstow, but I could furnish that information to the Committee, if it is desired. The delays by the up trains are not so serious; upon 12 occasions the mails were delayed by the bags arriving late; and upon three occasions, the mails I find were delayed by the traffic—a circumstance which the Post-office could not control. Those three occasions occurred within a week of Christmas last; upon other occasions the up train has been generally regular.

3588. That was in consequence of the snow, I believe?—There was a good deal of passenger and parcel traffic about Christmas time, and the trains on these occasions were delayed from that cause.

3589. During those three months which have been mentioned, how much had the trains been behind time, on an average, at Haverfordwest?—I can hardly say; but by the down trains, the 92 mails from Gloucester were, on 82 occasions, late in starting, and on 44 of those occasions the delay was caused by the Post-office. On 68 occasions we made up time considerably. We can run the mails in less time than is allowed by the Post-office; the general instructions that are given are, that time shall be made up as much as possible; and upon 68 occasions the time has been largely made up.

3590. The whole of the delays at Gloucester, you say, were caused by the Post-office?—On 44 occasions we attribute them entirely to the Post-office; but there were also other occasions on which the trains arrived late at Gloucester.

3591. How do you distinguish the cause of the delays?—By the guard's reports; we know the time when the train arrived at Gloucester, and the time it started; it is allowed 20 minutes by the one train, and 40 minutes by the other.

3592. Then is it the fact that the Post-office has not kept its time 44 times with the down mail?—Forty-four times.

3593. Have the delays been to any considerable amount?—On some occasions the delays have been considerable; delays of 20 and, I think, 30 minutes have constantly occurred at Gloucester.

3594 How do you ascertain that?—By our guard's report; the guard of the South Wales train takes up the time of the train from Swindon.

3595. What is the weight of the bags that generally go by your line?—I am hardly prepared to say; we have never taken the weight at all.

3596. Are they of large amount?—No, they are comparatively small throughout South Wales. I believe that on the Great Western they have had the gross weight of the bags weighed; but there is a larger mail to Plymouth than there is to Wales.

3597. On the whole, from what you have stated, your line has made up rather than lost time?—Yes, on 68 occasions we have made up considerable time between Gloucester and Carmarthen; at the time to which this order refers we were not open to Haverfordwest.

3598. Have you any other statement to make to the Committee upon this subject?—We could keep the time the Post-office requires, and could run the train faster, our passenger traffic being very light.

3599. What is your pace now?—About 27 miles an hour, including stoppages.

3600. Have you many stoppages?—There are 19 on 160 miles of railway, that is, about one stoppage in eight miles and a half.

3601. Is yours the broad gauge?—Yes; the gradients are very bad in some places; they are one in 50 in some places.

3602. Mr. *Fortescue.*] In some of these cases the irregularity was attributable, was it not, to your own passenger and goods traffic?—In three cases I find the train was delayed on an average 13 minutes within a week of Christmas,, by our own passenger and parcel traffic; that, I believe, is about the heaviest traffic of the year; the end of the month of December.

3603. You consider yourselves bound to maintain the speed mentioned in the award?—The award does not require any specific speed; the usual course is for the Postmaster-general to give us the time he wants the mail to leave Gloucester, and

and to arrive at the terminal station, and we fill in the times at the intermediate stations accordingly.

3604. Do you consider yourselves bound to keep those times irrespective of the requirements of your own traffic?—Undoubtedly.

3605. In the other cases, do I understand that the guard reported that the train was late in the starting from Gloucester, in consequence of the Post-office bags not being put in the train in time?—Yes; on 44 occasions the Post-office guard with the mail bags was not ready until after the time allowed for the departure of the train.

3606. Mr. *Philipps.*] You have spoken of delays having occurred at Chepstow; are those delays of common occurrence?—They are frequent.

3607. You say the letters from the West of England are brought to Chepstow by Bristol, then to the Aust Passage, and across the Severn to Chepstow?—Yes.

3608. Are they brought by a steamboat?—I believe they are brought in a small boat at present.

3609. Such being the case, punctuality is out of the question, is it not?—Yes, quite so.

3610. Could not the delays of which you have spoken be rectified in a great measure by sending the letters from the West of England round by Bristol and Gloucester?—An arrangement was, I believe, suggested about a month or two ago, to the Great Western Company on the part of the Post-office, to which we of course could have been parties; the effect of that arrangement would have been to have taken the west country letters to Gloucester, and then by the mail train from Gloucester.

3611. Could not letters be taken rather faster if they went that way instead of the other; how long are they in going from Bristol to Chepstow by the mail cart over 12 miles of the posting road and the Passage?—From Bristol to the Passage by the road is 12 miles; then there is the passage across the Severn, and then four miles by road into Chepstow; I should think it must occupy three hours, taking the chances of delay in crossing.

3612. What time could be saved by going round, or could any time be saved at all?—Perhaps it could be done in half an hour less time and with greater punctuality; but if the bags had to be made up in Gloucester, and the time were required by the post-office in Gloucester for west country bags that is now required for the London bags, I do not think that any time would be saved; but greater punctuality would, no doubt, be ensured by it.

3613. Have you any complaint to make as to encroachments on your parcel traffic by the Post-office?—Our line has only been opened continuously for two years, but there can be no doubt whatever that the effect of the Post-office taking books must be materially to affect the parcel traffic on the railway.

3614. Have you had any difficulty in settling the amount of remuneration to be paid by the Post-office to the railway company?—We have had a good deal of difficulty with them; the South Wales Railway was first opened between Chepstow and Swansea in 1850, and in 1851 it was extended to Grange Court, or to Gloucester; we carried the mails as soon as the railway was opened; and, as soon as we could, we agreed on an umpire, and proceeded to arbitration. Sir John Yarde Buller was the umpire; we had not much difficulty in agreeing upon him, and in July 1852 he made his award. The South Wales Railway Company's line had only been recently opened, and it was important to them to get all the receipts they could; as soon as the award was made we applied to the Post-office for the money; we were then informed by the Post-office "that inquiries are being made as to the legal accuracy of Sir J. Y. Buller's award, and that, until those inquiries are completed, no steps can be taken in regard to the payment of the account." Upon inquiring what the doubts as to the legal accuracy of Sir John Yarde Buller's award were, it was found that the question was, whether Sir John Yarde Buller had made his award within the time limited by the Act of Parliament; it was made within two or three days of the time, and the Post-office said they doubted the legal accuracy of the award.

3615. Mr. *Philipps.*] There was a difference of two days, was there not?—I believe two days. The letter I have referred to was dated the 7th August; on the 27th of the same month the usual half-yearly meeting of the South Wales Railway Company took place; and if the Committee will allow me, I will read a paragraph which is contained in the report which was then made. The direc-

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tors stated that "a sum of 10,000*l.* was assumed in the statement of accounts for the half-year ending 31st December, as a portion of the claim upon the Post-office authorities, not then finally ascertained. The arbitrator, to whom reference was made, awarded about 11,800*l.* for the services performed up to that period, a lesser sum than was expected by your directors, but to which they immediately assented. They conceive that they have now just cause to complain, that after having performed an onerous and expensive service in the manner required by the Postmaster-general for nearly two years without receiving any remuneration for it, an intimation should have been conveyed to them of the intention of the Post-office to question the validity of the award." And then, with reference to the dividend, it is stated: "The directors have well considered the propriety of paying a dividend for the past half-year out of the funds usually applicable to that purpose, but the non-payment by the Post-office of the amount due to this company under the award made for the conveyance of mails by the umpire appointed, together with the intimation given, that it is the intention of the Postmaster-general to question the legal accuracy of that award, involving a sum of upwards of 17,000*l.*, has induced them to advise the proprietors not to declare a dividend for the past half-year, but to reserve their resources for a future occasion." No dividend was declared; many strong remarks with reference to the course taken by the Post-office were made at that meeting; and two days afterwards a letter came from the solicitor to the Post-office to say that, although the Postmaster-general was satisfied that the award was inaccurate, they were prepared to pay the money upon the understanding that the new arbitration should be gone into. We never admitted that the award was legally inaccurate, and claimed that the Post-office should pay us at the same rate until they formally put an end to the notice; the letter consenting to pay the sum awarded was dated in August 1852, and it was not until February 1853 that we received the amount due to us from the Post-office, 22,100*l.* We applied to the Post-office for interest, but they declined to pay it. Then we had another difficulty also with the Post-office in obtaining remuneration for the conveyance of the north mail bags. In addition to the night mail, which is a mail train required by the Post-office, the north mail bags were sent by one of our ordinary trains; they were sent in charge of a Post-office guard travelling as an ordinary second-class passenger, taking the bags as luggage; the guard was not sent under a formal notice, but there was merely a letter from the Post-office that the guard's fare should be charged as a second-class passenger's fare; the bags, however, were weighed as luggage; we gave orders that the luggage should be weighed at Gloucester, and that anything taken up at the intermediate stations on the line should be considered as parcels taken up at those stations. The Post-office then requested that, instead of requiring the guard to pay his fare every time he travelled, and for the bags taken up at the intermediate stations, we should keep an account, and send it in quarterly. The directors agreed that that course should be adopted; that account was kept and sent in; and if you will not think me tedious I will read the letter I wrote to the Post-office when we failed to obtain payment of it. On the 17th August 1852 I wrote this letter by the instructions of the directors:—"I am desired by the joint traffic committee, having the management of the working of the South Wales Railway, to inform you that in consequence of their inability to obtain payment for the conveyance of the mail guard travelling as a second-class passenger between Gloucester and Swansea, in charge of the north mail bags, and for the bags which he has been permitted to take up and set down at the intermediate stations, instructions have been given that on and after the 1st September next the guards be required to pay their fares before entering the carriages, in the same manner as ordinary passengers, and that the charge for bags at intermediate stations be also paid at the time those bags are delivered at the station; and unless the amount due from the Post-office be forthwith paid, it will be a matter of consideration with the directors whether they will not be compelled, for their own security, further to restrict some of the facilities which they have hitherto afforded to the Post-office for the conveyance of those mail bags. You are aware that the agreement for the quarterly payment for this service was made at the request of the Post-office, as a special accommodation to them; and when it is considered that this arrangement has been disregarded altogether by the Post-office, that no remuneration has been received for the service during a twelvemonth, and that none whatever has been received for the very onerous service performed in the conveyance of the London mail bags, you will not be surprised to hear that the directors feel

feel that they cannot any longer allow such a state of things to exist." We are, in fact, obliged to set apart a second-class body for the conveyance of this guard; it would be impossible to have the mail guard sitting in a carriage with ordinary second-class passengers, having all his mail bags taken in and out, and sorted, between the different stations, and therefore practically we are put to considerable inconvenience and expense by the requirements of the Post-office, and get a very small remuneration for the service we perform. I may add that, since this correspondence took place, the Post-office consider that under a power which they consider they possess, under a Post-office Act (10 & 11 Vict. c. 85), require us to convey the mails without a Post-office guard accompanying them at all, and we are now required to make our own guards take charge of those bags; they are required to do just what a mail guard in fact would do.

3616. Do you mean to say that letters are sent by the railway without a guard?—Yes, from Gloucester; no Post-office guard is sent by the north mail train; the bags are given to our own guard.

3617. Mr. *Cowan.*] What remuneration do you get for that service?—It is left to be settled in the same way as the conveyance of the mails by the regular mail trains.

3618. Mr. *Fortescue.*] That question, as well as the larger question, is waiting for an arbitration, is it not?—Yes, it is.

3619. You said just now, that at the half-yearly meeting, to which you referred, no dividend could be declared, because the payments from the Post-office were suspended for the reasons you gave; it appears therefore that the possibility of declaring a dividend upon your line depends upon what you receive for the mail service?—Yes, more or less; but that was, I think, the first half year in which the dividend could be declared; the company were short of funds, and this was considered a matter of so much importance that the directors did not like to borrow the money to pay a dividend, after the Post-office had signified their intention to dispute the award.

3620. Mr. *Philipps.*] Is the amount to be paid for the conveyance of the mails from Haverfordwest at present unsettled?—It is; upon the opening of the Chepstow Bridge, involving about a mile and a half of railway, notice was given to the Great Western Railway Company to terminate the existing award, and to have a new award; the question of remuneration for the service we are now performing has never been settled; and the whole question, including the conveyance of the mail train between Carmarthen and Haverfordwest, will now be included in a general arbitration, as to which we are now trying to agree on an umpire.

3621. When the railway was first opened from Carmarthen to Haverfordwest, did the Post-office make any proposal to you about conveying the mail?—They asked upon what terms the company would convey mails between Carmarthen and Haverfordwest.

3622. Was that immediately upon the opening of the line?—Within a month; we wrote to say we were prepared to convey the mails upon the same terms as had been awarded by Sir John Yarde Buller with respect to the rest of the line, afterwards, in consequence of the pressure which was put upon them by Pembrokeshire generally, they gave us notice to put on the mail train without settling the question of remuneration.

3623. There were notices issued for the conveyance of the mail by cart, were there not?—After we had opened our line an advertisement was inserted in the local newspapers for tenders for conveying it by road.

3624. Have you any suggestion to make to the Committee as to the mode of settling these disputes with regard to remuneration between the Post-office and the railway company?—I have no objection to the principal of arbitration; but I think the Post-office should be compelled to pay interest upon the amount remaining unpaid, otherwise the Post-office has an inducement to postpone the settlement of the arbitration; or they should be required to pay on account.

3625. Do you consider that the present Act of Parliament gives the Post-office any undue advantage over the companies in regard to their power of unsettling an award?—Most unquestionably; at the present moment, as soon as an award is received, if the Post-office consider that award unfavourable to them, they have the power to terminate it immediately.

3626. They cannot terminate it without some alteration in the service, can they?—No; but the mere putting in another station would alter the service; in the case of the South Wales Railway, we opened the line in the first instance from

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Gloucester to Chepstow, and from Chepstow to Swansea, leaving the railway over the Wye unfinished; the Post-office at that time had to send their bags round by the road three or four miles, causing great delay and inconvenience. As soon as the Chepstow bridge was opened there were increased facilities given for the transmission of the mail, and the diminution in the expense of so transmitting it was greatly advantageous to the Post-office, and they of course took advantage of it; but at the same time, they gave notice that they intended to have a fresh arbitration. Then, again, when we extended the line from Swansea to Carmarthen, a distance of only 30 miles, they put an end to all their previous notices; the arbitration might have stood as regarded the service between Gloucester and Swansea, and we might have gone into a fresh arbitration for the extended service, but they thinking the award, I presume, unfavourable, put an end to it.

3627. Do you consider that the opening of the bridge at Chepstow was of sufficient consequence to make it necessary to re-open the award?—No; the Post-office did eventually agree to pay us for a period of three or four months for the additional distance we took them over Chepstow Bridge at the rate fixed by Sir J. Y. Buller.

3628. If I understand you rightly, your objections as applicable to the present mode of remuneration of the railway companies by the Post-office for conveying mails, are two: first, that the Post-office can delay its payments, and pay no interest; and secondly, that it can, by a very trifling alteration in the service, put an end to any existing award, and keep the railway companies in a state of uncertainty as to the remuneration they are to receive?—Quite so.

3629. Mr. *Cowan.*] You have stated that you are in the habit of carrying the Post-office bags without a Post-office guard?—Yes.

3630. In what part of the train?—In a second-class carriage; in the ordinary break carriage in which our guard travels.

3631. Do you consider the company is responsible for the due conveyance of those bags?—No.

3632. Upon what ground do you entertain that opinion?—I know of no power that the Post-office possesses to make us responsible for them; and when the Post-office required us to take them, we considered most distinctly that we were not to be held responsible for them.

3633. Are you aware of a statute which limits the liabilities of carriers and railway companies to parcels and packages under the value of 10 *l.*, unless the value is declared, and the insurance paid?—Yes.

3634. Is it upon that ground that you conceive you are not liable?—As ordinary carriers, without special enactment I do not think we could be compelled to carry mail-bags.

3635. Do you receive and deliver the bags sealed?—Yes, receive them sealed, and we deliver them in the same state to the Post-office agents who come to the stations for them.

3636. Are you also required to receive and give out the bags at the various stations?—We are.

3637. Is it the case that the guard of the company, who has the charge of those bags, has his whole attention engrossed by them, and that he acts to all intents and purposes as the Post-office guard would do?—No, he does all his own duties besides.

3638. Then he must necessarily leave the carriage?—Certainly.

3939. Does he lock the carriage on leaving it?—No, he would shut it up, that is all.

3640. So that there is no security for the Post-office bags?—Certainly, there is a good deal of insecurity.

3641. Mr. *Liddell.*] Under the agreement with the Post-office, by which you convey those bags, are you bound to stop at such stations as the Post-office choose, or are you only bound to deliver the bags at the stations at which you ordinarily stop?—Only at those stations where we stop. I believe it is considered by the Post-office that we cannot alter a train without giving a certain notice. I do not believe that that is the case; practically we do not alter the time of the train without giving them notice, but I do not think that the Post-office have the power to control it.

3642. Mr. *Philipps.*] Where do you say these bags are put?—In the guard's van; it is a division of a second-class carriage, in which the guard sits.

3643. I am speaking of the letters which are conveyed under the charge of your

your own guard?—Yes, there is usually a break in a second-class carriage, and the guard has one division. *F. G. Saunders, Esq.*

3644. Mr. *MacGregor.*] In the case of the 82 late departures from Gloucester, was any portion of them to be attributed to the Post-office?—That on 44 of those occasions we were delayed waiting for bags. As to the causes of detention before the train reaches Gloucester we do not inquire; they occurred on the Great Western Railway, and we do not know the reason which led to those detentions. I have no doubt that the information required might be got from the Great Western Company, but we know nothing of the train until it arrives at Gloucester. 19 June 1854.

3645. *Chairman.*] At your last half-yearly meeting, what was your dividend?—Three per cent. per annum on the capital.

3646. Has that dividend been paid more than once?—No; it was two per cent. the previous half year, and two the half year previous to that.

3647. What is the amount of capital that you have expended?—About 3,800,000 *l.*

Charles Cowan, Esq., a Member of the Committee; Examined.

3648. *Chairman.*] WE understand that there is some explanation which you wish to state to the Committee?—Yes. I have not been able to attend the Committee lately, having been on the Continent. It was with a good deal of surprise that I read some remarks made by Mr. Page, with reference to some evidence which I gave on a former occasion. I considered it my duty on that occasion to state the various inconveniences that had arisen in consequence of the so-called acceleration of the mails, which had been productive of great complaints from various parts of Scotland, and I instanced my own case, resident as I am 10 miles from Edinburgh, as an illustration of the mischief occasionally inflicted. The Committee will, I think, remember my stating that when the acceleration took place, great complaints were made by the newspaper proprietors of Edinburgh and the newspaper readers within 20 miles of Edinburgh, that a delay of 24 hours in most cases ensued in consequence of a total disregard to the communication between Edinburgh and the surrounding districts, or, in other words, in consequence of the change in the arrival of the London day mail from one or two o'clock in the morning to 11 at night, the Post-office considered it necessary to despatch the mails instantly, leaving the newspapers, published at five or six o'clock the following morning, behind, till of course 11 o'clock the next night, where there was only one despatch in the day. I felt it my duty to remonstrate with the Post-office authorities on the subject, and being from home at the end of August, the acceleration having taken place on the first of August, I received a letter from Mr. Lang, the Post-office surveyor, intimating that he had been instructed to give such redress as it was possible to give, and wishing to see me upon the subject. I was then 60 miles from home, and without the prospect of returning very immediately, but I had not the slightest idea that the injury which was inflicted upon the classes of persons to whom I have referred, and which was confined to the despatches from Edinburgh only, would have been accompanied by a sudden withdrawal of the two mails which we possessed from Pennycuick to Edinburgh, the effect of which, as I informed the Committee on a former occasion, was to delay our letters from 16 to 24 hours, as the case might be; or, in other words, it had the effect, in so far as our despatches to London, Liverpool, and very numerous places, of placing us as far off as Inverness. Now, sir, I find that my name is very freely made use of in the evidence of Mr. Page, and that he assumes that I am the only individual who has any interest in this matter in the district in which I reside. I will say nothing of the taste with which Mr. Page affirms, at the close of his observations, that "Pennycuick is Mr. Cowan, and that Mr. Cowan is Pennycuick," but I will state that that is absolutely incorrect. There are two extensive manufacturers besides myself in the immediate neighbourhood. Mr. Page seems to think 2,000 letters a week is a very small amount of correspondence, utterly unworthy of the regard of the Post-office. I believe that nearly 50,000 *l.* per annum is paid in excise duties on the article of paper in that immediate neighbourhood, within two miles of the village. There are a great many other manufactories of the same kind on the same stream. I think, therefore, the Committee will scarcely agree with Mr. Page in the remarks which he makes upon this subject. In addition to that, I may inform the Committee that there are many other trades carried on in the district. There is a pretty extensive iron *C. Cowan*, Esq. M. P.

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foundry, and in addition to that there are many country gentlemen resident in the immediate neighbourhood, who I know have complained very much indeed of the wanton and unexpected outrage (for I can scarcely use a milder term) that was inflicted upon us without any notice whatever of its being the intention of the Post-office thus to visit us. I may cite the name of one gentleman well known to the Committee, and who was long a Member of this House, Sir George Clerk, my near neighbour, and who, long connected as he has been with political affairs, and having important functions committed to him in the county of Edinburgh, besides having a large family, may be expected to feel an interest in this matter. I beg to tell the Committee and Mr. Page that Sir George Clerk, upon the extraordinary withdrawal of those two despatches, begged that I would do all in my power to get matters restored to their former state. I am very glad also to be enabled to submit a short note to the Committee from a gentleman who does not live in my immediate neighbourhood, but at Liberton, which is within four miles of Edinburgh. This is from Mr. Anderson, of Moredun, a partner in the well-known banking house of Sir William Forbes and Company, and the Union Bank, and other banks that have been amalgamated; he is a brother also of the lamented judge, Lord Anderson, the Solicitor-general under Lord Derby's administration, who was cut off very unexpectedly last October. Mr. Anderson wrote to me in the month of March, having seen the appointment of this Committee, on this subject; and if I had expected that my accuracy would have been impugned in this way, I would have submitted his letter to the Committee in confirmation of the statement I then made. By your leave, I will now read Mr. Anderson's letter; it is dated the 21st of March, long before the Committee met. "I beg to bring under your consideration, in the hope that you may be able to procure us some relief, the extreme inconvenience which the inhabitants of the district of Liberton experience, in common with myself, from the annoying alteration which has lately been made in the arrangements of the Liberton post-office. Until the last six months we were perfectly satisfied with our postal arrangements, but on my return to Moredun from the Continent, in October, I found that a complete change had taken place, and a very unfortunate one, as the new hours seem to be ingeniously contrived so as to create a far greater delay than formerly in the transmission of our letters; for instance, if a letter for London is put into the Liberton post any time after 11 o'clock, say on Monday forenoon, it will not be delivered in London till Wednesday morning, considerably upwards of 40 hours after it has been posted. In consequence, I am frequently obliged to send my London letters to the Edinburgh post-office, which is rather hard in a district where we have two deliveries in the day. But as the one mail passes to Edinburgh at two in the morning, and the second at 11 in the forenoon, you may easily understand how little advantage we derive even for Edinburgh letters from our double delivery. I shall merely say farther, that we should be quite satisfied to return to the old system, which, with a slight alteration in regard to an evening delivery in Edinburgh, was extremely convenient." That is precisely the view I submitted to the Committee with regard to the inconvenience that had been inflicted upon the neighbourhood in which I reside, arising precisely from the same causes. Now I need scarcely trouble the Committee with any further remark. Mr. Page seems to imagine that I have a particular predilection for London newspapers in preference to the papers of the district; it so happens that I do not receive London papers direct; but the inconvenience of not getting newspapers was greatly enhanced by the extraordinary withdrawal of those mails, and the cause of that withdrawal, up to this hour, is unexplained to my satisfaction. I beg also to state that the surveyor, Mr. Lang, who was the means of inflicting this inconvenience upon us, appears to have considered that there was nobody worth consulting except the humble individual now addressing you, because, although he came to the neighbourhood and to the Pennycuick post-office, as I afterwards learnt, for the purpose of inquiring into the postal arrangements, I have been informed by the postmaster of that place, who, I have no doubt, would confirm my statement if it were necessary, that he did not consider it necessary to apply to a single individual in that place or neighbourhood. If I was not at home, he might have seen one of my partners, or some person connected with my establishment, or Sir George Clerk, within a mile and a half of the village; but he did not take the trouble to inquire, as I have been assured by the postmaster of the village, or see a single individual, though he had been, as I was informed by the secretary, specially instructed to

do

do so. I have been the more surprised by these remarks coming from Mr. Page, because I understood from him in this room, after I made the statement I formerly did, that he had some prospect of being able to give us a post, as I understood, from Pennycuick to Edinburgh, such as we possessed before the days of railways, and which would enable us to write a letter that could be delivered in Edinburgh and answered on the day on which it was written, an advantage which we do not certainly possess at this moment. It humbly appears to me that such changes as these, when they do take place, ought to be announced to the world publicly by the Post-office, by advertisement, in the same way as alterations in the railway trains are made known to the public; because the only means we possess now of being aware of any alteration being about to take place is a verbal notice, which is given by the postmaster to such individuals as may happen to call at the post-office. I believe there are no other means employed in rural districts of making such alterations known; and when we consider the vast importance, socially and commercially, of our being able to depend beforehand upon the hours and times of transit, it seems to me that it is desirable, if not absolutely necessary, that some alteration should take place on that score. I may perhaps be allowed to take this opportunity of stating that since I last had the honour of attending this Committee, I have been in Belgium and the Prussian provinces on the Rhine, and in France; and I find that in those provinces (the Prussian provinces I am referring to) the same arrangement exists on the railways that my honourable friend, the Member for Sandwich, referred to as being desirable, viz., at all the railway stations there are receptacles for letters, with the word "Briefkasten," the German word for post-office letter-box; such boxes being, I believe, very extensively and usefully employed. In addition to that, I was informed that on some of the German railways (I refer particularly to the short railway between Cologne and Bonn, a distance of 18 English miles) six or seven trains run in the course of each day, all of which carry letters; and I presume the same remark applies to all the Prussian railways upon the Rhine.

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Viscount *Bernard*, a Member of the House, Examined.

3649. *Chairman.*] THE Committee understand that you wish to make some communication to them on the subject of the conveyance of mails by railways?—I was anxious to state to the Committee the grievances which I have experienced in the western part of the county of Cork, and in the town of Bandon, which I represent, by the mails never having been carried by the Cork and Bandon Railway, though it has been opened for traffic since December 1851. With regard to Bandon, the result of that is this, that the mails leave London by the express train at five o'clock in the afternoon, and arrive at Cork at half-past four the next afternoon. A train leaves for Bandon at ten minutes past five the same day, but in consequence of no arrangement being made between the Post-office and the railway company, those letters which are the most important, the letters received from London, do not arrive till the next morning, being detained about 14 hours in Dublin. They are detained there because a separate mail is made up for Bandon. It comes to the same thing in the end, but I understand that the letters, from the impossibility of sending them on, never leave Dublin at all, so that they sleep in Dublin instead of in Cork. Then with regard to the western districts of the county of Cork (and in that district are comprised several important harbours, Dantry Bay, and Crook Haven Harbour, a great port of call for all the wind-bound sailing vessels in the Channel), it is impossible for them, by the present arrangement, to answer the letters by return of post; but if the mails were conveyed by the Cork and Bandon Railway two hours would be saved in going to the west of the county, and returning again, which would enable them to answer their letters. That might be of very great importance, not merely to the residents, but to the owners of wind-bound vessels who put into the harbour of Crook Haven.

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3650. Has any representation on this subject been made to the Post-office?—Repeatedly, but without any effect.

3651. What answer has been given by the Post-office?—The fact is that the company and the Post-office have never been able to agree as to the sum to be paid for conveying the mail, and that is the cause of my troubling this Committee, because we have no redress except by applying to Parliament through the Committee.

3652. At what hour does the mail arrive in Cork?—There are two separate

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grounds. The evening mail would be applicable chiefly to the town of Bandon; the train does actually leave at 10 minutes past five, and it would be no inconvenience to the company, and would in fact be rather a convenience to passengers coming from Dublin, if the train were delayed half an hour longer. That would enable us in the town and neighbourhood of Bandon to receive the evening letters. The mail leaves Cork at present, or ought to leave Cork, at half-past three in the morning. It takes two hours and 45 minutes to go by that course to Bandon. It might be conveyed in less than an hour by railway, and would make a saving of an hour and 40 minutes in conveying the letters to the western towns. The conveyance of the mails to Bandon by the train in the evening would accelerate the mails 14 hours. Then with regard to the other, the acceleration of the train carrying the mail by the railway would give an hour and 45 minutes for the delivery of the letters to Bantry and the towns in the west, and would give the same time for returning an answer.

3653. Mr. *Herbert.*] I understand you then to say, that as regards the departure of a letter by the five o'clock post from London, that starting, we will say, on Monday, it will not arrive until the Wednesday morning?—Until the Wednesday morning.

3654. Whereas a passenger would easily arrive on the Tuesday night?—Yes, at six o'clock on the Tuesday.

3655. *Chairman.*] At what time does the mail leave Bandon for London?—About six o'clock in the evening, arriving at nine in Cork; whereas, if it were carried by the railway it need not leave Bandon till eight o'clock. It takes about three hours and forty-five minutes to go now; whereas, if it were conveyed by the railway it would go in an hour, which would give two hours longer to answer the letters; our grievance is, that the Post-office is exactly the same as it used to be, while I can receive intelligence there earlier than I can in London, by the telegraph. It is a curious fact, that when I am at home, 500 miles from London, three days in the week, by the Cork newspapers, I can see what the result of a division in the House of Commons is sooner than I can in Lowndes-square, in London, for I get my newspaper at home at eight in the morning, which contains always the result of a division, and I can seldom get it before nine here. About this time last year I was in Ireland, and was sent for express to give evidence before a Railway Committee in the House of Lords. I left home at 20 minutes past 10, and gave evidence before three o'clock the next day in the House of Lords, using of course the railway; but if I had written an answer to say I was unable to come, the managers of that railway company would have received that letter the following morning.

3656. Mr. *Herbert.*] Then we are to understand, that besides the grievance of which you complain as regards the town of Bandon, there is a very large district of country beyond Bandon which experiences even a greater amount of inconvenience?—Yes, and within that district are three of the harbours that were inquired into by the Commissioners, as places which were considered eligible for a packet station for vessels going to or coming from America; the Long Island Channel, Crook Haven Harbour, and Dunmanus Bay.

3657. Have you any further statement or suggestions to make to the Committee?—No, except perhaps that I may be allowed to state that this memorial was forwarded to Lord Hardwicke some time ago.

To the Right honourable the Earl of Hardwicke, Postmaster-general; the Memorial of the undersigned Magistrates, Merchants, Traders, and other Inhabitants in the town of Bandon and its vicinity,

"Respectfully showeth,

"That the postal communication between the important City of Cork and the numerous and populous towns in the south-west of this great county, including Bandon, Kinsale, Innishannon, Clonakilty, Enniskeane, Ballineen, Dunmanway, Skibbereen, Rosscarbery, Kerry, Drimoleague, Berehaven, Glengarriff and Bantry, has been, and still remains, sadly neglected.

"That owing to the want of an additional and more speedy mail communication between the points above named, the mercantile shipping and agricultural interests in these localities are thereby most seriously and injuriously affected.

"That according to the present Post-office arrangements, six days are now occupied for transmitting correspondence to and fro between any of the western towns above named, and the English metropolis.

"That

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"That a most favourable opportunity now presents itself for accelerating the said mails, by availing of the use of the Cork and Bandon Railway, which is now open throughout for traffic to Bandon.

"That your memorialists confidently assure your Lordship that the mails referred to can be so expedited, and at little expense, as to secure their transmission to and fro being accomplished in four days instead of six; besides affording this important additional consideration of giving ample time to the correspondent for replying per return of post.

"That in proof of the foregoing statement, your memorialists beg respectfully to acquaint your Lordship, that in one instance alone all the mails destined for any of the above-named towns arriving in Cork from England, Dublin, and the north, at four o'clock, p.m., are not dispatched westward until the following morning; whereas trains are starting from Cork westward, at suitable hours, by which these mails could be conveyed, and delivered in Bandon and nearly all the other western towns upon the same evening as they arrive in Cork.

"That a deputation, headed by Lord Bernard, and representing the wishes of your memorialists, have already had an interview with your Lordship upon the subject of this application, and your memorialists having been informed that the Cork and Bandon Railway Company have proposed to convey the mails upon their line at an exceedingly low rate, in order to induce the Government to comply with this memorial,

"Your memorialists therefore solicit that your Lordship will be pleased to grant the prayer of this petition, and thereby give a stimulus to enterprise in the commercial, agricultural, and shipping interests in these important districts.

And your memorialists, &c."

There was also a proposal made as to the mode in which the mail might be accelerated, and a statement as to the terms which the railway company offered. The railway company formerly proposed 6 *d.* a mile for the day mail, and 1 *s.* for the night mail, but I understand that now they would be willing to accept half the sum they then proposed to take. This was the proposition that was made—

SOUTH WESTERN MAILS—CORK COUNTY.

Mails leave Cork for the West: viz.

Bandon, Clonakilty, Dunmanway, Skibbereen, Rosscarbery, Ballineen, Enniskeane, Drimoleague, and Bantry, &c.

			Proposed Change.	
Cork - - -	depart at - -	4. 0. a.m.	Cork - -	depart, per railway 4. 30. a.m.
Bandon - -	arrive at - -	6. 30. a.m.	Bandon -	arrive at „ 5. 30. a.m.
Skibbereen, &c.,	arrive at - -	11. 15. a.m.	Skibbereen,	arrive at per car - 10. 0. a.m.
Skibbereen -	post delivered at	11. 45. a.m.	Skibbereen,	delivered at - - 10. 30. a.m.

Mails leave the West for Cork:

			Proposed Change.	
Skibbereen, &c.,	box closed at -	12. 45. p.m.	Skibbereen,	depart at - - 2. 0. p.m.
Skibbereen -	depart at - -	1. 0. p.m.		
Bandon - -	arrive at - -	6. 0. p.m.	Bandon -	arrive at - - - 6. 30. p.m.
Cork - - -	arrive at - -	8. 30. p.m. - for Dublin Mail	Cork -	arrive at, p' railway 7. 30. p.m.

An evening mail, Cork to Bandon, is much required, to leave Cork on arrival of the English and Dublin mails at 4. 30. p.m. (say to leave Cork at 5. p.m.), as all the English and Dublin mails lie 12 hours in Cork.

A morning mail extra from the West is suggested,—

Leaving Skibbereen, &c., at - - - - -	7. 0. a.m.
Arriving in Bandon at - - - - - -	11. 30. a.m.
Arriving in Cork at - - - - - -	12. 30. p.m.

A return evening mail to the West,—

Leaving Cork at - - - - - - -	5. 0. p.m.
Arrive in Bandon - - - - - - -	6. 0. p.m.
Arrive in Skibbereen at - - - - - -	10. 30. p.m.

Viscount *Bernard*, M. P.

19 June 1854.

Day mails, 6 *d.* per mile.

Night, between 7 p. m. and 6 a. m., 1 *s.* per mile.

Present mails, 20 and 20=40 miles.

	£.	*s.*	*d.*
20 at 1 *s.* - - -	1	–	–
20 at 6 *d.* - - -	–	10	–
Proposed extra mail, 40 at 6 *d.* - - -	1	–	–
	2	10	–
			7
	£. 17	10	–

£.	*s.*	*d.*	
17	10	–	
		10×5+2=52	
175	–	–	
		5	
£. 775	–	–	
35			
£. 810	–	–	per annum.

Then I would make one further observation, that the pace at which the mail is carried by the Great Southern and Western Railway is by no means what it ought to be. The mail, about which I have been speaking, which we wish to have conveyed to Bandon, leaves Dublin at 10 in the morning, and arrives in Cork about half-past four, being six hours and a half on the journey, the distance being 164¾ miles; then the night mail takes seven hours coming down. I was looking at the "Railway Guide," and I observed that at Chester, which is about the same distance from London as Cork, or a little more, the distance being 178½ miles, the afternoon mail leaves at five o'clock, and reaches Chester at 15 minutes past 10, so that they travel a longer distance in a shorter time, the Great Southern and Western taking six hours and a half for one train, and seven hours for the other; and I can only say, that any one who has travelled by that railway, knows they make very unnecessary delays at every station.

3658. You will find that the travelling rate of that, if you look at the time-bill, is a fraction over 23 miles an hour?—I think that is the case.

3659. It is hardly necessary to state, that that is extemely slow for a line on which the curves and gradients are very favourable?—I suppose there is not a better railway in the United Kingdom than that. Suppose the Lord Lieutenant is brought to Cork, about four hours is the usual time within which they bring down an express train, when they might with the most perfect ease do it in five.

3660. We will take the night mail; must not the slowness of travelling inflict very great inconvenience upon all towns situated either like, or nearly like Bandon, with reference to their postal arrangements?—The very greatest; we ought to gain an hour and a half.

3661. And that must of course extend over the south and west of three very considerable counties in Ireland?—Yes; of course it has the same application to the counties of Kerry, Killarney, and Limerick; there could be no difficulty in arranging it to stop at a great many little stations between Kildare and Dublin.

3662. Are you aware whether there is any attempt at dropping the mails on that line, as there is on English lines?—I understand not.

3663. I think we may understand you distinctly to state, that the acceleration of the mail by this railway would be a very great benefit to the whole of the south and west of Ireland?—Especially to the south-west of the county of Cork; Crook Haven Harbour and is the first part of Europe that any vessel naturally comes to; and if they could drop their mails there, and forward them on, it would be of very great importance to all persons who are engaged in that trade.

Henry Arthur Herbert, Esq., a Member of the House; Examined.

H. A. Herbert, Esq. M. P.

19 June 1854.

3664. *Chairman.*] THE Committee understand that you wish to make some statement?—After the statement which has been made by the Noble Lord who has just been examined, I merely wish to add, that the county which I represent, Kerry, is very much in the same situation as that which is represented by Lord Bernard, the west portion of Cork; our county town, Tralee, is a very important town, but the merchants there are very often, in consequence of the irregularity of the post, and the short time allowed between the arrival and departure of the Dublin mail, unable to answer their letters by return of post at all, and I have had frequent complaints made to me by merchants of that town, of the inconvenience to which they have been subjected. They are anxious to get the mails accelerated between Mallow and the point where the mail turns off from the Great Southern and Western Railway; and since I have come into this Committee, having ascertained that the Southern and Western Railway is the highest paid railway company in the kingdom for carrying mails, I think, without additional expense, we might fairly get such an acceleration as is wanted between Mallow and Tralee. There are several other small towns, and a very considerable district of country also, which are put to considerable inconvenience by the present arrangements, and, as it appears to me, unnecessarily.

3665. What is the route to Tralee now?—The mail for Tralee is dropped at Mallow; it goes alongside the railway in a car, to a place called .

3666. Mr. *Liddell.*] What distance is that?—About 20 miles. I should state that, as regards the mail leaving Dublin at night, I do not consider it a grievance that it does not go by railway, because it would not pay the company to run a train for the passenger traffic, and therefore the Post-office would have to pay the whole expense of running the train, and I do not think we could reasonably expect them to do that; but I hope that the Postmaster-general will consider it reasonable to accelerate the mail by car between Mallow and Tralee; and I hope his attention will be called to the great desirableness of accelerating the mail train on the great line between Dublin and Limerick, and Dublin and Cork.

John Blackman Owen, Esq., called in; and Examined.

J. B. Owen, Esq.

3667. *Chairman.*] ARE you the Secretary of the Eastern Counties Railway?—Yes, I am.

3668. What is the distance that you convey the mails along your line?—About 300 miles altogether.

3669. What is the farthest point?—From London to Yarmouth.

3670. It appears by the return which has been made to the Committee as to the times that the mail was late in arriving at Norwich, that on several occasions in the months of October, November, and December, there was very great delay, varying from a very small number of minutes to upwards of an hour, and in one instance an hour and 17 minutes?—Yes.

3671. Have you any observations to make to the Committee, or any explanations to give as to the cause of those delays?—Yes. The line from Reedham to Yarmouth is a single line, and before the mail could start from Yarmouth the express train had to arrive, which caused the delay; but that has been remedied since last year.

3672. Yarmouth is on the other side of Norwich, is it not?—Yes; my answer had reference to the up mail from Yarmouth.

3673. I was speaking of the months of November and December 1853, the down mail to Norwich?—I have a memorandum here in December; it was one hour and 40 minutes late; the cause of that was the engine having failed.

3674. You will see if you look at the return which I now hand to you, that there were frequent occasions on which the mail was late in arriving at Norwich?—I was speaking of Yarmouth; most of those delays originated from the fact of the line being a single line.

3675. Which part of the line to Norwich is single?—No part of the line between London and Norwich is single; it is single from Reedham.

3676. How far is that?—Eight miles. I do not appear to have any record of the mail being delayed at Norwich; I am speaking of the complaints I have received from the Post-office. I extracted this morning the complaints I have received from the Post-office since August last, and this is the result:

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Complaint.	*Answer.*
3 August 1853.	4 August 1853.
Down night mail on the 1st instant, 40 minutes late at Yarmouth.	Explaining that delay was occasioned by the engine running over two bullocks, which threw two carriages off the line.
12 August 1853.	20 August 1853.
1. Night mail arrived two hours late at Yarmouth on the 10th instant.	1 and 2. In consequence of the engine having broken a piston rod. Same engine works both trains.
2. Up night from Yarmouth, one hour and 38 minutes late on the 10th instant.	
19 August 1853.	22 August 1853.
1. Down night mail on 17th, detained at Ely 35 minutes.	1. Detained, waiting for engine.
2. Up night mail on 18th, late at Ely one hour 45 minutes.	2. Reported by coaching superintendent on 19th instant.
1 October 1853.	4 October 1853.
Up day mail on 30th, late arrival at Ely from Peterborough.	Occasioned by the late arrival of Great Northern mail at Peterborough, also by goods engine being off the line, blocking both roads.
14 October 1853.	17 October 1853.
Up night from Yarmouth on 11th instant, 1. 30 late at Ely.	Started late, waiting arrival of down express; slow travelling; slippery rails and heavy rain.
28 October 1853.	31 October 1953.
Up day from Bury on 27 inst., 28 minutes late in London.	Waiting for Eastern Union train at Colchester; slow travelling; heavy rains.
2 November 1853.	5 November 1853.
Up night from Yarmouth, late in London on 30th October one hour and 10 minutes.	Delayed by cattle train being on up line at Cambridge.
5 November 1853.	14 November 1853.
Complaining of the irregular working of the mail service.	Statements sent, showing the improvement in working the mails.
16 November 1853.	18 November 1853.
Up from Yarmouth on 15th inst., one hour 30 minutes late in London.	Delayed at Lakenheath by trucks off the line; heavy train.
17 November 1853.	21 November 1853.
Up night from Yarmouth on 16th inst., 45 minutes late at Ely.	Started late, waiting for down express; slow travelling; trains in front.
19 November 1853.	22 November 1853.
Up night from Yarmouth on 17th, one hour five minutes late at Ely.	Late starting, waiting for down express; having to push goods train from Hetherset to Wymondham, which had broken down.
26 November 1853.	1 December 1853.
Up night from Yarmouth on 23d, two hours 25 minutes late at Ely.	Detained by tender getting off the line.
15 December 1853.	17 December 1853
Down day on 12th, one hour 48 minutes late at Yarmouth.	Engine having failed; slow travelling; strong head wind.
16 December 1853.	17 December 1853.
Up day from Bury, 14th, 40 minutes late in London.	Only 10 minutes late; heavy snow storm.
14 December 1853.	17 December 1853.
Up night from Yarmouth on 12th, 55 minutes late at Ely:	Trucks of a goods train in front breaking away.
29 December 1853.	2 January 1854.
Down day mail on 27th dispatched from Ely 37 minutes late, one hour and five minutes between Ely and Peterborough.	Late starting from Ely; non-arrival of up mail; slow travelling engine; short of steam. *N.B.* One engine works both up and down.

J. B. Ower, Esq.

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3677. I observe that in the statement you have just given to the Committee, the complaints chiefly relate to the up mails?—Chiefly.

3678. They refer to their late arrival in London?—Some do.

3679. But there is no notice of the delays of the down mails in that return, though they appear to have been rather frequent?—My attention has not been drawn by the Post-office to any delays of the down mails except those enumerated in the list handed in.

3680. Independently of that part of your line, which is a single line, is there anything which renders it difficult to maintain great regularity in the postal service?—I am not aware of any; we have been very anxious to maintain regularity, and we have adopted the plan, upon the Colchester line, of sending one of our district superintendents with the train, for the express purpose of ascertaining whether there is any delay that takes place at the stations in getting out the letters, and so on. We think that by doing so we shall be able to insure punctuality, and give satisfaction to the Post-office.

3681. What is the speed at which you travel with the mail trains?—On an average, perhaps about 22 miles an hour.

3682. Including stoppages?—I should think about that.

3683. Do you see any difficulty in maintaining a more accelerated speed?—No; I think it could be done, proper arrangements being made.

3684. Mr. *MacGregor.*] Is the traffic under your superintendence?—No.

3685. Were you prepared for this examination?—No, I was not, except as to the complaints and the answers to them, the particulars of which I have given to the Committee.

3686. *Chairman.*] You have not charge of this department?—No; I merely complied with the requisition contained in the letter I received as to irregularities.

3687. Was not the summons to the manager of the traffic department?—No; it was to myself.

Jovis, 22° die Junii, 1854.

MEMBERS PRESENT.

Mr. J. W. Patten.	Mr. Thompson.
Mr. H. G. Liddell.	Mr. Horsfall.
Mr. Fortescue.	Mr. Egerton.
Mr. MacGregor.	Mr. Philipps.
Mr. Blackett.	Mr. Milner.

JOHN WILSON PATTEN, Esq., IN THE CHAIR.

Rodolph Zwilchenbart, Esq., called in; and Examined.

R. Zwilchenbart, Esq.

22 June 1854.

3688. *Chairman.*] I BELIEVE you are a resident in Liverpool?—Yes.

3689. And are engaged largely in commerce there?—Yes.

3690. The Committee understand that you have some propositions or suggestions to make to them on behalf of the mercantile interests of Liverpool relative to the foreign mails arriving at Dover, and from thence despatched to Liverpool, and *vice versâ;* will you be kind enough to state to the Committee the nature of your proposition?—Under the present circumstances, letters which we write this evening, for instance, arrive, instead of to-morrow morning, the morning after in Paris, by which we lose, in fact, twenty-four hours; whereas, if a day-mail were despatched by noon, or by one o'clock in the day, it seems to me those letters might reach London in time for the night mail. At present a mail leaves Liverpool at 3.50 a.m., and arrives in London at 11.30.; the letter bag waits in London till eight o'clock. A second mail leaves at 9.15 a.m., before business hours, and arrives in London at four o'clock p.m.; this bag also waits till eight o'clock. A third mail leaves Liverpool at nine o'clock p.m., and reaches London at 5.10 a.m. The letter bags are despatched by the morning mail from London, but arrive in Paris too late for business. We receive our letters of the evening at five o'clock, but that is too late for business hours; and if even we were to reply to our letters, the answers, instead of arriving in Paris the next morning, would not reach till the

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morning afterwards, so that though it appears that three mails are despatched from Liverpool, there is in fact only one. I have frequently to go to Paris myself, and if I leave Liverpool at 11.15 o'clock (a mixed train), I arrive in London in time for the evening half-past eight o'clock train to Dover, and reach Paris the next morning, whereas a letter posted after nine o'clock a.m., two hours before my departure, does not reach Paris till the morning but one after. I think that could be remedied. Now, if we had a day mail at noon (I think it would be very easy, and no great additional expense) we could answer our letters, and tell our friends what was going on the same day. I would state, also, that sometimes when the India mail and the China mail arrive at Southampton, the letter bags are forwarded to Liverpool and Manchester; they arrive either in the evening or in the morning. It may so happen that, if we had an early mail, our merchants could answer their letters so as to meet the Marseilles mail; and thus gain not only twelve hours, but fourteen days, which is of great importance now as things are at present constituted.

3691. Are there any trains which leave Liverpool for London near the time you mention?—Yes; I think there is a train at noon, either fifteen minutes before or fifteen minutes after noon. There is a train somewhere thereabouts.

3692. Is that a train that goes direct to London?—Yes, it is a slow train; an ordinary train, stopping at every station. There is a 9.15 a.m. train, called the early train, but that is of no use; for that train, which is also called an express train, arrives in London by five o'clock, which is after business hours. Therefore, if I want to go to Paris, I have four hours to wait in London before I can take the eight o'clock train; whereas, if the 9.15 were transformed into an ordinary train, and the noon train were made an express train, the thing might be easily managed.

3693. I understand you to say, that the inconvenience arising to the foreign merchants at Liverpool with regard to these mails, is confined to the out mails?—That is the matter I speak principally of; it is of no consequence my receiving my letters an hour or so sooner, unless I receive them by or before two o'clock; if I get them by that time, then I can go on 'Change and transact my business; but if I receive them afterwards it is of no use, for I cannot answer or act upon them.

3694. If your letters arrive in Liverpool after five o'clock, the Exchange is over, and you cannot transact your business?—No.

3695. Have you any means of knowing what is about the amount of postage, between Liverpool and Paris, for instance?—I cannot tell you now, but I paid formerly, myself, as much as from 1,200 *l.* to 1,500 *l.* a year. That was under the old system.

3696. You paid that amount for your own house?—For our own house; but now the amount is of course so small, comparatively speaking, that I do not think so much about it as I did in those days.

3697. It is not a question of money, now, so much as of time?—No; but of course the trade has increased tenfold since that time. It is now very much larger than it would have been if the same laws and the same arrangements existed now as existed before. I have no doubt it has doubled since that time. The penny postage will show that the number of letters has greatly increased all over the world, and the number will increase year by year; the more you promote the despatch of letters the greater will be the amount of postages.

3698. Are you aware whether any memorials have been addressed to the Post master-general upon this subject?—Not with regard to the outgoing mail, but it has been in contemplation to do so. I believe there has been one with regard to the arrival of mails.

3699. How do the present postal arrangements in other places, Holland, Belgium, and Germany, for instance, affect the commerce of Liverpool?—Their effect is very advantageous.

3700. You think the present arrangements are advantageous?—Yes; the greater the facilities you give the greater will be the trade. The improvements which have been made within the last few years have beyond all doubt greatly increased the trade of Liverpool, and other places as well; and now that grain has become such an important article of commerce, it is extremely desirable that every possible facility should be given to trade in every direction, the effect of which would be ultimately to benefit every part of the country.

3701. I understand that your object in coming before the Committee is to prove

prove that, if a mail were to leave Liverpool at one o'clock in the day, it would give you the advantage of nearly 24 hours?—Yes.

3702. Mr. *Liddell.*] And it would give you the advantage of 14 days if you could catch the Marseilles mail?—Of course it would. There are, I believe, two mails *viâ* Marseilles monthly; and necessarily, if I miss one mail, I must wait a fortnight for the next.

3703. *Chairman.*] But the Marseilles mail stands on an entirely different footing, does it not; the arrival of that mail being uncertain?—Yes.

3704. Mr. *Horsfall.*] What you mean to state is, is it not, that if the noon train from Liverpool, which is now a slow train, were converted into a mail train, it might meet the requirements of the merchants?—It would be a great assistance to them. If you could find out a shorter route, or a quicker means of communication, so as to give us two hours more, it would be a great advantage to us.

3705. If, instead of the mails passing through London, they were sent by way of Oxford to Dover direct, or Southampton, they could be sent at a later hour from Liverpool?—Yes; the great thing I think is, to do all that can be done to promote the despatch of letters, and I am satisfied that that is very desirable for the community at large.

3706. Mr. *Liddell.*] Have you ever considered the question of the importance to the northern towns of having a direct communication upon the arrival of the foreign mails at Southampton and Dover?—Yes; of course that would be very beneficial to all towns.

3707. I am speaking of a direct communication without the mails stopping in London?—There can be no doubt that that would be a very great improvement as regards all towns.

3708. Do you think that the amount of correspondence is so large as to make it desirable that that extra expense should be incurred?—It would be most desirable, I think, in the case of such large towns as Liverpool, Manchester, Birmingham, and Glasgow. I think the Liverpool people have been very backward in not having pressed it upon the Post-office; I think it is a disgrace to them. A man may be ruined by not having his letters at the earliest possible moment, so as to be able to countermand his orders in time when a mail arrives from India. The people in London have an advantage over us in that respect. When failures on the continent largely connected with the Manchester trade, for instance, take place, the London people know of it in time to escape the consequences, but we do not; in point of fact, it is now of vital importance to trade that the despatch of letters should be as rapid as possible.

3709. Have you ever heard that the difficulty of making trains by different lines of railway fit into one another, is so great as to be almost an insuperable objection to getting a direct communication, particularly from Southampton?—I have heard that very great difficulties exist; but I think proper arrangements might be made by the railway companies, if they were willing to do so. In France they would not be allowed to throw difficulties in the way of the Post-office; when railway schemes are sanctioned there (and it is the same in other countries also), it is upon the understanding that the Government, or the country, shall derive a certain benefit from them. In France, for instance, the mails must be forwarded as the Government require; and I think the Government or the Legislature of this country would do well, if they provided that the business of the country should not be interfered with by the quarrels of the directors of railway companies.

3710. Mr. *Horsfall.*] Do I understand you to say that, in the case of railways in France, the Government always stipulate that the mails shall be sent at such hours as they think proper?—I believe that to be the case.

3711. Mr. *Liddell.*] Are the lines of railway in France chiefly in the hands of private companies?—They have become so, under certain regulations.

3712. Mr. *Horsfall.*] With power on the part of the Government to take them after a certain period, if they think proper?—I understand so; I understand that if the Government want to have a certain mail leave at a certain time, they do not consult the companies much about it, but they say that matters must be so arranged.

3713. Mr. *MacGregor.*] Are you aware that in England the Postmaster-general has power to issue his warrant to compel any company to run any train he thinks fit?—No; I thought, on the contrary, that he had no such right.

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3714. As the Postmaster-general has that power, and can arrange any time-table he thinks fit between any companies, and compel a combination of service from London to any point, or from any one point to any other point, it is clear, is it not, that it rests with him to make such postal arrangements as are most suitable to the country?—No doubt; and I think he should avail himself of the right he possesses, so as to make the despatch of letters as prompt as possible for the benefit of the public.

3715. Mr. *Horsfall.*] Of course you would provide that the railway companies undertaking the service should do so on fair and equitable terms?—Yes, of course. I suppose that in France the Government do not say they will have their letters carried for nothing. There must be an equitable remuneration given, no doubt. Now, with us there is a nine o'clock train in the morning, which is called an express train, but that express train is of no great advantage to us; it does not promote any general interest. If there were a train at 12 o'clock, that would be advantageous to the country and to the Liverpool merchants, who would then have the opportunity of remaining in Liverpool until 12 o'clock, instead of leaving three hours earlier.

3716. Mr. *MacGregor.*] As the Postmaster-general can exercise the right of ordering any trains to be run which he considered will be suitable for the public service, and as he has the power to compel the companies to submit to arbitration as to the sum to be paid for the service, that seems to be a fair arrangement, does it not?—I should think that any Government would be desirous to make a fair and equitable arrangement.

3717. Mr. *Fortescue.*] Do you know in what way the Government in France pays the French railways for the mail service?—I cannot tell that.

3718. Mr. *Liddell.*] You do not know whether there is anything like a scale of charges?—I believe there is. I was connected with a railway company, and I know there was something fixed. There is a certain rule to go by; I cannot say particularly what that rule is.

3719. Mr. *Egerton.*] I believe that all the railways in France have been made partly by Government aid, have they not?—That was under the old system; but since that the Government has sold a good many railways. The Paris and Strasburg Railway received a large sum from the Government, and ultimately many of the railways fell into the hands of the Government.

3720. Mr. *MacGregor.*] But can any arrangement be more equitable than that which I have described, which gives power to each party to appoint an arbitrator, and the arbitrators so appointed the power to nominate an umpire?—I think that is very fair.

3721. A suggestion has been made, that the mail train leaving Paris in the evening, and Dover at 5.20, should be continued to Liverpool through Reading, Oxford, and Birmingham, so that letters could be delivered in Liverpool and Manchester at two o'clock. By such an arrangement, letters leaving Paris at seven o'clock at night, would be delivered in Liverpool and Manchester at two o'clock next day; would that be a convenient hour for their delivery?—There is no doubt that would be a great improvement upon the present system.

3722. Supposing there were a train leaving Liverpool and Manchester at 20 minutes to three, arriving at Red Hill in time to catch the night mail, which leaves London at half-past eight o'clock, the letters by which would be delivered in Paris the next day at 10 o'clock, that would suit your views with regard to facilities, would it not?—That would be far better than my own proposition; it would give us more time, and would give us an advantage in every respect.

3723. You have been a foreign merchant in Liverpool for many years, have you not?—Yes; for 35 years.

3724. And you have been in correspondence with all the principal cities in Europe, have you not?—Yes.

3725. Have you any doubt that you have been speaking the sentiments of the principal foreign merchants in Liverpool, in the evidence you have given to this Committee?—Not only have I spoken the sentiments of the foreign merchants, but of the merchants of Liverpool in general; those who trade with India and China are particularly interested in the question, and there is a general desire now to move in the business.

3726. Great improvements have taken place in Liverpool during the 35 years you have carried on business there as a merchant, in consequence of the improvements

ments in steam navigation and the opening of railways?—Yes; the increase in the trade of Liverpool has been wonderful. *R. Zwilchenbart, Esq.*

3727. But it is generally believed, is it not, that great improvements may still be made in the postal arrangements for Liverpool?—There is no doubt of that. 22 June 1854.

3728. Such an improvement, for instance, as that which has been suggested?—There is no doubt that it would be a great benefit to the community at large.

3729. Can you give the Committee any idea of the number of letters you despatch to the Continent in the course of a year?—We have a very large correspondence in the corn trade. We formerly thought there would be no such trade with France; but three years ago, when free trade commenced, I went to almost every corn mill in France. I went all over the coast of Brittany; and there are hundreds of people who have a very large correspondence with reference to bread stuffs.

3730. Can you state how many letters, on the average, leave your house daily?—You might say 50 letters; on Fridays we send, perhaps, hundreds, and on Mondays hundreds of circulars.

3731. There are several houses in Liverpool, I suppose, engaged as extensively as you are in the foreign trade?—Yes, there are probably a dozen; but I want to impress upon the Committee what has been the effect of free trade. We never thought, for instance, that Spain would supply us with corn, but I never in my life saw so many vessels laden with corn arrive in Liverpool as arrived last week. The fact is, that the greater the facilities you afford for communication, the more we find out where things are grown, and how to get them. We write letters, I may say, to the whole world. If we find that a man has a mill, and that he can send us corn, we send him a letter, and the sooner we can get an answer to that letter the better. As I have stated, we have seen within the last fortnight a large importation of bread stuff from Spain, a thing we had never seen before, and which nobody ever expected to see; and it is very likely that Spain may hereafter supply us with corn very largely.

Thomas Boothman, Esq., called in; and Examined.

3732. YOU reside at Manchester?—Yes. *T. Boothman, Esq.*

3733. And you are Secretary, I believe, to the Chamber of Commerce there?—I am.

3734. Have you, on their behalf, any suggestions to make to the Committee with regard to the postal communications with the Continent?—They wish the present system to be revised. They are very much dissatisfied with the existing arrangements.

3735. What are your principal objections to those arrangements?—Our principal objections have been pretty fairly stated by Mr. Zwilchenbart. Manchester, at present, labours under all the disadvantages of which Liverpool complains. In fact, our letters are only divided at Crewe, while the others go by the direct route by Newton, to Liverpool.

3736. Has this subject been taken up at all by the Chamber of Commerce in Manchester?—Yes; we made our first representation to the Post-office in 1847, and I have here copies of memorials which the Chamber of Commerce have sent at different times to the Post-office since 1847.

3737. Is the purport of those memorials a recommendation or request that an alteration may be made similar to that suggested by the last witness?—Yes; and other alterations also. We think that our communication with the south and south-eastern counties of England is exceedingly imperfect. The letters which arrived here, when first we made our representation, between four and five o'clock in the morning, were not despatched until 10 o'clock, lying five hours in the London Post-office, and they were delivered in Manchester about six or seven o'clock. The London mail from Manchester was closed, at that time, at half past five, so that the whole day was lost. Since that time, in 1853, an improvement has been made, which has enabled us to receive our letters at about four o'clock in the afternoon, while the departure of the London mail has been deferred until half-past eight; so that we have now time to answer our letters. But if those letters contain any bills of exchange, or orders for insurance, or any thing of that kind, we are in a difficulty, for our banks close at three o'clock, and our letters are delivered only at four o'clock; that is an objection which applies very strongly to foreign bills and foreign transactions.

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3738. As regards the internal communications with that part of the country, what alteration would you suggest should be made in the mails to Manchester?—There is one general principle which, in my opinion, ought to be adopted by the Post-office; and that is, that they should not centralise all their letters in London, but that where they have the means of sending them forward by direct railways they should employ those direct railways.

3739. Would you have a great number of bags for Manchester made up in different parts of the country?—I do not know why they should not be made up at the different ports, and not come to London at all. I do not know how far that would be practicable, but if practicable it would certainly be very desirable, as far as we are concerned.

3740. Mr. *Fortescue.*] Would not that require a large force of Post-office officials at the different ports?—I should think not; at all events, whatever extra staff it might render necessary, the effect would be to diminish the staff at St. Martin's-le-Grand; it would be, in fact, a mere transfer of labour. It was suggested some time ago to the Post-office that all sea-borne letters, especially those brought by the Transatlantic packets, should be sorted on board ship, and should be transported immediately from the coast to the districts for which they were intended, and not come to London at all. Manchester is awkwardly situated with regard to letters that arrive on Saturday night in London, after the despatch of the mail; those letters are not touched in the London Post-office until Monday morning. Letters by the India mail, arriving after the departure of the evening mail from London to Manchester and to the north, are left until Monday morning, and are sent forward by the nine o'clock train, and arrive at four o'clock in the afternoon at Manchester. The letters are delivered in London by the first delivery on Monday morning. Merchants, therefore, trading in competition with Manchester to India, have the whole of that day before them. The electric telegraphs send information to Manchester at eleven o'clock; and operations are carried on upon the result or character of those letters before we know anything in the world about them.

3741. The electric telegraph, therefore, which ought to be a great convenience, is, in fact, an injury to you?—Unless it is met by that activity on the part of the Post-office which we think we have a right to expect from them.

3742. And you think that the difficulty of which you have spoken would be entirely obviated by the bags being made up for Manchester direct?—Yes, I think so.

3743. It is scarcely necessary to ask whether the correspondence which is carried on between Manchester and the Continent is very extensive?—It must be of great magnitude; but we do not know the extent of it, nor is that a fair criterion to apply, for one letter from the Continent may perhaps cause the despatch of 500 other letters into the interior. I think the amount of postage paid by Manchester and Liverpool is not a fair criterion for the Post-office to take. It should rather take its ground upon the amount of industry employed in those districts.

3744. When you propose that bags should be made up for Manchester at different towns in England to be sent direct, you merely mean, I suppose, the principal commercial towns?—Exactly; but I do not know why they should not be able to sort letters for the whole of the route, because the letters in the intermediate places will be few in number compared with those which will have to pass through the large towns, and in the handling and sorting them I think there would be but little difficulty. For example, in looking over a large box of letters from India, to find those which have to go to Manchester and to London, if you find in the heap of letters a lot for Birmingham, it would be very easy to throw them in a side place for Birmingham while you were seeking out the Manchester letters. I do not see that it would occasion much labour, if you were even to include the intermediate towns.

3745. Are the communications between Manchester and the north by railway at present satisfactory to Manchester?—Yes; I do not think we have found any great reason to complain. Liverpool has felt itself more aggrieved than Manchester has with respect to the Scotch mails. They wanted an extra Scotch mail, so as to reach Edinburgh and Glasgow earlier than they do now; but that is not a thing which I should be inclined to ask from the Post-office.

3746. At what hour is the Exchange closed in Manchester?—The Exchange in Manchester may be said now to last from one to half-past two o'clock. The banks

banks close at three o'clock; after the Exchange closes, the merchants retire and finish their letters.

3747. It would be a great object then, would it not, if the arrival of the mails could be made to take place as early as possible before the Exchange is over?—That would be a great advantage to us; we have asked for it ever since the year 1847; we have been pressing the Post-office to expedite the despatch of letters by a six o'clock mail from London. Those letters which come from the south and south-eastern counties might be despatched from London at a much earlier hour than they are, but they will keep them in London; the consequence of which is, that they do not arrive at Manchester till four or five o'clock, after the business is over.

3748. As regards the foreign correspondence, do you agree with the evidence which has been given by the last witness?—Quite. I do not think that Mr. Zwilchenbart mentioned one point that we are rather anxious about: that in every case where it is possible the letters should be sorted on shipboard during the voyage. The Post-office say there would be great difficulty in that; and they tell us that, in fact, it is quite impossible. It is quite certain, however, that with a willing heart it would be by no means impossible.

3749. Mr. *MacGregor.*] You memorialised the Post-office to that effect a year ago?—Yes.

3750. Mr. *Fortescue.*] With respect to the route from Dover to Liverpool by Reigate and Reading, are you aware that that route is longer than that through London?—That I do not know; my notice to appear before the Committee has been so short, that I have only come prepared to state general principles. I have referred to Bradshaw's map, which may not be quite correct; but it gives me an idea that the delay occasioned by going a longer route, supposing it to be longer, would be less than that occasioned by the detention of letters in London.

3751. But are you not aware that the distance is, in fact, greater by that route?—No, I do not know that; we very strongly advocated the arrival of the Transatlantic packets at Plymouth at one time, taking the general ground that it was the duty of the Post-office to bring the correspondence to land at the earliest point connected by railway with the interior. If the packets were to land their bags at Plymouth, and if those bags were sent by way of Bristol, Manchester and Scotland would receive their correspondence, very often, two days earlier than they do now.

3752. Mr. *Horsfall.*] You spoke of the great increase of letters consequent upon the arrival in Manchester of one foreign packet. I believe the fact to be, that when a foreign agent in Manchester or Liverpool receives a letter from the Continent, he immediately sends out an immense number of circulars to all his correspondents, advising them of the state of the market?—Yes; a merchant having to make a purchase has to write, probably, to 50 people to make inquiries; the ramifications are incredible.

3753. Mr. *Liddell.*] That is in the event of your accepting a contract?—Yes; it applies also to annulling contracts; it tells both ways.

3754. Mr. *MacGregor.*] If the route *viâ* Dover, Red-hill, Reading, and Oxford to Manchester be five or six miles longer than the route through London, yet, combining a junction with Southampton, so as to continue the Southampton mail to Manchester and Liverpool without passing through London, would that be far more than an equivalent for the five or six miles less distance by the present route?—Yes.

3755. The five or six additional miles of railway would not cause anything like such a detention as that which would be occasioned by the letters passing through London?—No; but there is, in addition to that, the detention within the walls of the Post-office.

3756. Mr. *Liddell.*] The detention within the walls of the Post-office is an important item of delay?—Yes, it is so; there is scarcely any difference in the distance to be travelled, that would be at all a bar, in my opinion, to the propriety of taking the route which has been suggested.

3757. Mr. *Fortescue.*] Are you aware that, on the line which has been suggested, there is a break of gauge at Reading, and a passage through the town of Birmingham from one station to the other?—There may be that.

3758. Must not those delays, in fairness, be put down against the passage through London by the other line?—No; I do not think it would make much

difference, especially if there were a good understanding between the railway companies and the Post-office.

3759. Do you not think that the greater distance of 15 miles, combined with the break of gauge at one point, and the passage from one station to another through the town of Birmingham, are matters which must be taken into consideration when you are making a comparison between the two routes?—Certainly I should look upon them as evils; but I do not think they are at all comparable with those arising from the centralisation of letters in London.

3760. Your remedy for the centralisation of letters in London is sorting on board ship, and the question of the comparison of these two routes is another and separate question?—Entirely; I do not care about routes so much as the expedition with which letters can arrive at Manchester. I am not here to advocate the route by Reading; I only want expedition for the letters.

3761. Mr. *Egerton.*] But your remedy could not be effected without having the letters sorted, either at Southampton or on board ship?—It would be very much more effectual if they were sorted on board ship.

3762. Mr. *Philipps.*] If the packets do not arrive with perfect regularity, there must be special trains, I suppose?—I should say so, certainly; and I think the Post-office ought to provide them.

3763. Mr. *Fortescue.*] Am I right in understanding you to mean that the remedy which you propose is, that there should be a new sorting somewhere?—That is one portion of it.

3764. But has that anything to do with the question between these two routes?—No, I think it is a separate portion of the question, certainly.

3765. Mr. *Liddell.*] Do you think that, if the sorting were done more effectually than it is, and the same mode of transmission were preserved as is adopted now, it would be a great convenience to Manchester?—*Pro tanto*; but it would not afford the amount of convenience which we think we ought to have, because, the moment letters touch the land, we think they ought to come to us by the shortest and quickest route.

3766. Mr. *Fortescue.*] It comes to this, does it not, that your remedy for the grievance of which you complain, is a proposition that there should be a new sorting of letters and a new making up of bags somewhere for Manchester?—Yes.

3767. Your remedy does not consist in the adoption of this proposed route by Reigate and Reading?—Not that especial route; I say the shortest route ought to be employed which will take letters between one point and the other.

3768. And you are aware, are you not, that the present is the shortest route?—I should think not.

3769. Mr. *Horsfall.*] When you speak of the shortest route, you mean the route which will take the shortest time, do you not?—Certainly; I do not mean to measure it by miles.

3770. Mr. *MacGregor.*] You do not feel yourselves at all called upon to deal with the interior regulations of the Post-office; the responsibility of that rests with the officials there, but you do see that there are modes of giving additional facilities by means of railway communication to Manchester and Liverpool, which additional facilities have not yet been afforded?—Yes.

3771. The continuation of the foreign mail to Manchester by a speedy route after its arrival in England, is, in fact, a new operation, which does not exist at present?—No.

3772. And whether the Postmaster-general chose to effect that through Reading or in any other way, is immaterial to you, provided letters are forwarded from Southampton and Dover without loss of time?—Yes.

3773. And that there be a return mail for the Continent, which shall reach Dover in time to be embarked on board the Post-office packet, and to proceed to Paris without delay?—Yes.

3774. Though we are talking about letters only here, no doubt it would be very valuable if such a route were established, even for passengers?—Yes, certainly.

3775. You think that the combination for the carriage of letters and for the conveyance of passengers by such a rapid route, would be a great advantage to the community?—No doubt it would.

3776. Will you state to the Committee what was the representation which was made in your last memorial to the Post-office?—It was a memorial addressed by the directors of the Chamber of Commerce and manufacturers of Manchester to the

the Postmaster-general, on the 9th of December 1852, in reference to the morning mail, and it was in these terms: "That on the 17th July 1851 your memorialists addressed to the Marquis of Clanricarde, then Postmaster-general, a memorial setting forth the very great inconvenience to which Manchester and the circumjacent districts were subjected through the late despatch of the morning mail from London, and enumerating some of the grounds on which, in their opinion, Manchester and the neighbourhood have a right of claim upon the consideration of the Post-office department. That, on the 4th of August, a reply from the Postmaster-general stated that the memorial should receive full consideration, and that, indeed, investigations had been some time in progress with a view to ascertain how far it may be practicable to accelerate the mail in question. Your memorialists having prayed that the mail then and now despatched at 10 a.m. might be made to leave London at 6 a.m., his Lordship informed the chamber that it would be impossible to effect that, inasmuch as some of the mails to be forwarded (as, for instance, the principal French mail) did not reach London until long after the proposed hour of despatch; and that, owing to the irregularities in trains, other mails are subject to frequent retardations, so that, in fine, the present hour of despatch is as early as practicable, supposing that it is to include all the letters now sent. His Lordship further states, that even a partial early despatch, if practicable, would require such an amount of change in the mechanism of the department, as would demand much time and labour to effect, and in the present state of the law would probably involve serious expenses; while, without increasing regularity on the part of the railways, the delay of one mail or other would be so frequent as to render the change a questionable advantage to the public. That your memorialists are careful to report all the objections which the Post-office made to the suggestion of the 17th of July 1851, in the hope that, with the exception of the late arrival of the principal French mail, your Lordship will concur with your memorialists in thinking that sufficient grounds are not given for continuing to inflict upon Manchester and the neighbourhood the very serious inconvenience of which they complain. Your memorialists respectfully submit, that the cure of habitual retardations by trains rests with the Post-office itself, whilst the public will be content to abide by the consequences of occasional and accidental disturbances from that cause; and they would fain hope that your Lordship will feel with them, that the amount of labour requisite to correct the present bad arrangement which, when once satisfactorily accomplished, will be finally disposed of, ought not to be put in competition with the never ceasing daily inconvenience and injury of a population whose correspondence has relation, in the matter of exports to and imports from foreign countries, exclusive of our home trade, to a value exceeding 120,000,000 *l.* annually. Your memorialists also consider, that a further incentive to an earlier despatch of the morning mail from London may be found in the increased accommodation which would be thereby given to the large manufacturing districts through which the railroad passes towards Manchester and the North. That your memorialists regret that the investigations mentioned in the above-recited letter from the Post-office department of the 4th of August 1851, have not yet led to any improvement in the despatch of the morning mail towards Manchester. They have heard that letters despatched in the morning from London to Leeds, Bradford, &c., though having to travel a not inconsiderably greater distance, are delivered in those towns by four o'clock p. m.; so that operations founded upon them may be completed in Manchester by the mercantile firms residing in those towns, before Manchester merchants receive their letters. Your memorialists rejoice in the attention which Yorkshire has received from the Post-office department; it has given birth to a hope that the not less inferior interests of Manchester and its neighbourhood may, possibly at no distant time, receive a similar consideration. That with the view of placing before your Lordship the sentiments of this Board, which they believe to be the sentiments of the population around them, a copy of the memorial of the 17th July, hereinbefore referred to, is appended hereto, in the hope of arresting the serious and statesmanlike consideration of your Lordship to the very grave inconvenience of which they complain. This Board cannot bring itself to doubt that your Lordship will find that, in respect to postal arrangements, this district is not dealt with as it deserves: the plea assigned for the detention, until 10 o'clock, of those letters which do or ought to reach London before or about five o'clock a. m., is, with all due respect, considered unsatisfactory to your memorialists; and, with reference to the French

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mail, they are not without hope that your Lordship might obtain for this community great relief. Your Lordship will best know how far it might be possible to induce the French authorities to cause the Paris bags to reach the coast at an earlier hour, either by an acceleration of trains or by an earlier departure of the mail; but if this should not be practicable, an obvious means of improvement presents itself at home. If the six a.m. train could be made to bring the letters which had then arrived in London, they would reach Manchester soon after 12 at noon; whilst, if the great French mail were transferred from the 10 a.m. train to that which now leaves Euston-square at 9.15 a.m., it should arrive here, according to the published time-table, at 2.40 p.m. That your memorialists beg, with great respect but much earnestness, to press the claim of Manchester to improved postal arrangements. It is the metropolis of the largest manufacturing industry in the empire; its correspondence has relation to transactions amounting to several hundred million pounds sterling annually; the ramifications of its commerce extend to every portion of the globe; and from the employment it diffuses, the wages it distributes, and the consumption of taxed commodities which it promotes, is held by your memorialists to be entitled to every facility that can be devised for the earliest receipt of its correspondence. That your memorialists would further respectfully pray that arrangements be made whereby letters from Manchester and Liverpool, intended for the bi-monthly packets to India, may be permitted to leave those towns respectively about mid-day. During the last 12 months it has frequently occurred, that the letters from this district to India have had to be posted on Saturdays, although they would not be despatched from London until the night of Monday."

3777. Looking to this memorial, it appears to me that the chief remedies that the chamber suggests for the present postal arrangements are, that a bag should be made up in London to come by the train which now leaves London at six o'clock, and arrives in Manchester at about half-past 12?—Yes.

3778. In answer to the request of the Chamber of Commerce to the Postmaster-general, he stated, did he not, that the foreign mails often arrive so late that it is quite impossible to send the bags by that train?—Yes.

3779. Your reply to that is, that the bags might be made up for the 9.15 train?—Yes.

3780. And that they would then arrive in Manchester at 2 o'clock?—Yes.

3781. In sufficient time for the Exchange?—Yes; but it does not arrive at that time now. It does not arrive, I think, till half-past three, though I am not quite certain as to that. I see, by the time-table, that it should arrive at five minutes after three; but that is not so in reality; it is always late.

3782. Mr. *Fortescue.*] What letters do you expect would come by the six o'clock train in the morning?—Letters from the southern and south-eastern counties of England; the corn-growing counties. They arrive here soon after four in the morning, and ought not to be detained here till 15 minutes past nine. They are in the Post-office in London between four and five in the morning, and might be despatched by the six o'clock train.

3783. Mr. *Liddell.*] The great ground of complaint is, that that mail arrives in Manchester at five minutes past three; that the banks close at three and the Exchange at half-past two, and consequently that letters coming by that mail always arrive after business hours?—Yes, they arrive after business hours; and in consequence of the time occupied in sorting them in the Post-office at Manchester, if they are very late, we do not get them till nearly five o'clock.

3784. What is the average time taken in Manchester for sorting the letters?—I can scarcely tell.

3785. Mr. *Fortescue.*] What important commercial letters would leave London by the six o'clock train to Manchester?—All relating to corn. Manchester imports all its food chiefly from abroad or the corn-growing counties of England, and therefore those letters are of great importance to our corn trade.

3786. I thought you said that so early a train would not carry foreign letters?—The Post-office say it would not bring the great French mail, which does not arrive till long after that time; but we think that by an arrangement which the Post-office would be able to make with the French Government, either by an acceleration of the train or an earlier despatch from Paris, those bags might arrive in Dover so as to leave London by seven o'clock, if not six in the morning. They might by that means gain two hours in the transmission, and bring them to Manchester to be delivered at two o'clock.

3787. But

3787. But at present would a six o'clock train carry any important bulk of letters to Manchester?—I am told they would; a gentleman, who is one of our directors, laid great stress upon it with respect to the corn trade; he is a very large corn-dealer.

3788. Did he say where the letters would come from?—No, he did not name the towns; but they could come from those counties which export their corn, and we are the importers.

3789. It would neither convey London nor foreign letters?—No; I should fancy that the nine o'clock morning mail from London is totally useless as regards London correspondence, because all letters will have been despatched by the nine o'clock evening mail the evening before. I do not see what interest London can have in a nine o'clock despatch in the morning.

3790. This six o'clock train would not convey London letters or foreign letters, would it?—No.

3791. And you are not quite aware what letters it would convey?—I think that the memorial to which I have referred enumerates a great number, both from east to west: from Cornwall, from Hampshire, from Essex and Norfolk.

3792. Mr. *Liddell.*] In fact, that train would include all letters now sent by the nine o'clock train, and it would give the additional advantage of delivering those letters in Manchester during a time when they would be useful?—It would; it would bring all the letters which are now brought, except those coming by the French mail, which is the only one now left out.

3793. Mr. *MacGregor.*] The combination of an early service, which should include the letters you have referred to, and Continental communications also, rests of course with the Postmaster-general?—Certainly, and we recommend the Postmaster-general to attempt this negotiation with the French Government.

3794. You would be satisfied, I understand, if your letters were delivered at two o'clock in the day, or at half-past one in Manchester?—Yes, if they were to be delivered at two in the day, it would be of great use, for bills could then be sent up to London for acceptance, and some business might be done within business hours; but when letters are delivered at five o'clock, when gentlemen are going to dinner, they do nothing but depress.

3795. You would be satisfied that the letters of which you have spoken relating to the corn trade, as well as the Continental letters, should proceed by the same mail to Manchester?—Yes, we should be content.

3796. Mr. *Fortescue.*] I believe the course of the mail from Paris to Manchester is this: letters leave Paris at seven in the evening; they reach London at ten minutes past eight the next morning; they are despatched at a quarter past nine for Manchester, and reach there soon after three. You wish an earlier delivery at Manchester?—Yes.

3797. How do you propose to obtain that earlier delivery?—In two different ways: first, that the letters should not come to London, but should be sent by a direct route and by a quick train; and next, that an endeavour should be made to expedite the French mail, and to bring it earlier to the coast.

3798. Of course you would not wish for an earlier despatch from Paris?—The mail train might be accelerated; it is a very slow affair at present.

3799. But you would not wish for an earlier despatch from Paris?—No.

3800. Of course an earlier despatch would be a great disadvantage to you?—An acceleration of the mail would be a great advantage to us and to the passengers the mail carries; it is a very tedious train, as I know by experience.

3801. Are you aware that the utmost acceleration has taken place both in France and in England, with a view to carry out that service?—No; I was not aware of it.

3802. Do I understand you to wish for two morning mails from London to Manchester?—Provided the letters be brought to Manchester between one and two o'clock, and be delivered at that time, we should be quite content.

3803. You wish for an earlier delivery of the foreign mail without an earlier despatch from Paris; but you cannot suggest any mode of accomplishing that desirable object?—No; I suppose that the great French mail is pretty well sorted in London, and is not long detained; because, to be forwarded by the 9.15 train, they must use great diligence to sort that large mail. But I mean to say that our great wish in Manchester (we care not what the means are which are adopted to do it) is, that our letters should be delivered in Manchester by

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two o'clock. We cannot find out the means of doing it; that is for the Postmaster-general.

3804. There are certain necessities imposed by nature and by distance; and if it would be a disadvantage to you to have the French mail leave Paris earlier than seven o'clock in the evening, and if everything that is possible has been done to accelerate the service on both sides of the water, are there any means that you can suggest of getting the French mail earlier into Manchester?—I should object to part of your proposition, and that is, that everything has been done that could be done to accelerate the mail; I have strong doubts about that.

3805. You think that the trains in France and England might travel quicker?—Yes.

3806. Mr. *MacGregor.*] But taking the present hours as fixed ones in France, the evening mail leaving Paris at half-past seven (not seven), and leaving Dover at 5.20, you leave it to the Postmaster-general to make the best arrangement he can for the early delivery of letters to Manchester?—Yes.

3807. Complaining that now letters are delivered too late for the purposes of business?—Yes.

3808. Do you know that, instead of the mail from Paris to London taking the shortest distance, it is carried about 64 miles round from Paris to Calais?—Yes.

3809. That is, that although the difference in distance between Boulogne and Dover and Calais and Dover is not more than half-a-dozen miles, the mail is taken about 64 miles round by going from Paris to Calais?—I am aware of that fact.

3810. *Chairman.*] What is the constitution of the Chamber of Commerce at Manchester?—It is an association of merchants subscribing a certain sum per annum.

3811. I believe that the Chamber of Commerce and the Commercial Association comprise among their members the leading commercial men of Manchester?—Yes, they do.

3812. How is the president elected?—The president is elected every year by vote, and so is every officer belonging to the association.

3813. How long has the association been in existence?—Thirty-five years.

3814. And during that period, how many presidents have there been?—A great many.

3815. Different individuals?—There is Mr. Sharp, Mr. Birley, Mr. Shakspeare Phillips, Mr. Smith; some dozen, perhaps.

3816. Mr. Bazley?—He has been president now for several years.

3817. The Commercial Association is of the same constitution, I believe, as the Chamber of Commerce?—I think it differs in some respects in regard to the election of its directors, but I cannot tell precisely what their constitution is. Our president, or at least the directors, are chosen by open voice at the annual meeting; the president and directors of the Commercial Association are elected by vote at the general meetings, but a list is hung up a fortnight before, I think, in their offices.

3818. Can you state in how many of the principal commercial towns in England there are chambers of commerce?—I do not know.

3819. Is there one at Bristol?—Yes, there is.

3820. And at Glasgow?—Yes; and there is one also in Edinburgh, one in Liverpool, and one at Dundee.

3821. Is there one at Birmingham?—No, there is not one at Birmingham that I ever heard of; there is one at Leeds and one at Bradford; there is one also in the Potteries.

3822. Are they constituted in the same way as the Manchester Chamber of Commerce?—I do not know.

3823. Supposing this Committee were to recommend the appointment of permanent umpires to decide cases between the Post-office and railway companies, could you suggest any sources to which we could apply for men qualified to act as such umpires?—A great deal would depend upon the number the Committee might decide on having; I should say the Board of Trade was the likeliest tribunal.

3824. The Board of Trade in London?—Yes; but I am quite certain that either the President of the Liverpool Chamber of Commerce or ours, or the President

President of the Commercial Association, would be very glad to give their services on such an occasion. *T. Boothman, Esq.* 22 June 1854.

3825. Do you think that from the nature of a tribunal so appointed there would be a leaning towards the interests of railway companies?—No; I am certain the gentlemen I have named would give an honest recommendation, totally independent of any interests they might have in railways. How far that principle might operate, if you spread your committee or Board of Arbitration over a larger sphere, I do not know; but I am certain that more honourable men do not exist than the presidents of the two associations in our town.

3826. You cannot suggest any other quarter to which you would have recourse?—I have never thought of it at all, and I would rather not give any recommendation on the subject.

3827. Mr. *MacGregor.*] The Post-office having the right to appoint an arbitrator on their part, and the railway company an arbitrator on its part, and those two gentlemen, when they are so appointed, having power to nominate an umpire; that seems to be as fair a way, does it not, of coming to a conclusion as possible?—I should hope so; I should have confidence in a decision so come to, certainly.

3828. Mr. *Fortescue.*] Are you aware that there have been great complaints of that system on both sides?—No, I am not; but the result of the arbitration perhaps may be more correct on that account.

3829. Mr. *MacGregor.*] Considering that the postal service over the railways now involves the whole communication throughout the three kingdoms, would it be easy to suggest a fairer or more equitable mode of settling the question than that which at present exists?—No, none presents itself to me. I would say, that I do not think the Postmaster-general would fulfil his duty, if he did not put the power into effect to arbitrate, and to compel the railways to perform the service.

3830. Mr. *Fortescue.*] Are you aware that there are great delays incident to the present system?—I am perfectly aware that there would be great differences of opinion on such subjects.

Mr. *Edward Page*, called in; and further Examined.

3831. THE following Memorial has been put into the hands of the Committee from Hitchin, complaining of the postal arrangements of that place, and suggesting that they might be remedied by making use of the Great Northern line of railway: "To the Committee of the House of Commons, assembled to inquire into the general postal arrangements of this country. The memorial of the undersigned inhabitants of Hitchin, in the county of Hertford, respectfully showeth: 1st. That very great inconvenience, risk, and delay are caused by the existing arrangements for the conveyance of letters to and from the town of Hitchin. 2d. That Hitchin contains a population of upwards of seven thousand persons, has a large increasing weekly corn and cattle market held there, and that a weekly petty session and the county court are also held here, &c. &c. 3d. That the town is situate at a distance of 32 miles from London on the line of the Great Northern Railway, which has a first-class station immediately adjoining the town, being the first stopping point for the express trains from London, which occupy 40 minutes in the journey. 4th. That with the exception of one mail bag from London to the Great Northern Railway, which arrives in Hitchin at 10.10 a.m., the whole of the mail service is performed by a mail cart and a walking post, which convey the letters to and from the Eastern Counties line on the one side, and the London and North-Western on the other, both distant about 16 miles from Hitchin. 5th. That this service is performed as under: letters for London and all places to the south and east, and in some cases to the north of Hitchin, are forwarded at 9.30 p.m. by a pony cart to Stevenage, a distance of five miles, and taken there by another mail cart to Broxbourne, on the Eastern Counties line, a farther distance of 14 miles, where they arrive about 3 a.m., thus exposing the mail bags, often containing valuable remittances, to the risk of being robbed during the greater portion of the night. At Broxbourne, on the Eastern Counties line, they are taken by the railway to London, arriving at about four in the morning. That the letters from London and other places mentioned above are conveyed by the same circuitous route, arriving at Hitchin about six a.m., after being again exposed during the greater part of the night. 6th. Your memorialists desire to *Mr. E. Page.*

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point out the peculiar delay and inconvenience which result from the above-mentioned mode of conveyance for letters for Royston, Cambridge, St. Neot's, Huntingdon, &c., which places lie to the north and north-east of Hitchin, immediately on the line of the Great Northern Railway Company, or its branches, and we will select St. Neot's as an instance of its working. This town is situate at a distance of 20 miles to the north of Hitchin, on the Great Northern Railway, the trains performing the journey in 40 minutes. A letter posted in Hitchin on a Monday would not be delivered at St. Neot's until the following Wednesday, after travelling nearly 80 miles; and an answer could not be received until Thursday, which would be delivered in Hitchin at 11 a.m. by the down mail from London. Letters from Huntingdon, 27 miles to the north of Hitchin, and other towns situate on the Great Northern Railway as far as Peterborough, are an equally long time in performing the journey. Your memorialists are informed that these letters are conveyed, as indicated, to London, where they remain in the Post-office all day, and are then returned by the Eastern Counties line to Ware, whence, by means of a mail cart, they are carried to their several destinations. 7th. For the removal of the serious delay, inconvenience, and risk caused by the present mode of conveyance, your memorialists desire to point out the obvious facilities afforded by the Great Northern Railway. 8th. That letters from towns to the north-west, and generally to the north of Hitchin, including Lincolnshire, are now forwarded at three p.m., by means of a walking post to Luton, nine miles distant; are there redistributed and forwarded by a mail-cart to Dunstable, five miles further, whence they are taken by the railway to Tring, on the London and North-western Railway, to await the arrival of the down mail at 10 p.m. Thus a letter for York is six hours in travelling a distance of 23 miles, where it is a greater distance from its destination than when it began its journey from Hitchin, and has been one hour longer in performing this portion of the journey than is required to perform the whole journey to York or Leeds by the Great Northern Railway. That letters from the same districts are conveyed by the same circuitous route, and are delivered in Hitchin about 11.30 a.m., thus allowing barely four hours for a reply. 9th. Your memorialists desire to state, that it frequently happens that letters are two days in arriving at their destination for these districts, which your memorialists are informed arises from their not being posted at York or Leeds, &c., in time for the early mail, and in consequence they are conveyed to London, where they remain all day, and arrive at Hitchin on the following morning. 10th. Your memorialists desire to point out that a constant and rapid communication with these districts is maintained by means of the Great Northern Railway, and that the time occupied in performing the journey to Leeds or York is about five hours on the average. And your memorialists further suggest, that the down train leaving Hitchin at 9.45 p.m., will be the proper one for the conveyance of all letters to the North; and the up train, which arrives at Hitchin at 2.45 a.m., for all letters from the North. 11th. Your memorialists desire further to call the attention of the Committee to the insufficiency of the present postal communications with this town. As has been stated, there is but one mail dispatched to London and other places to the south of Hitchin. Thus, a letter requiring an immediate reply must be answered by telegraph, or by a parcel by the railway, both which modes are expensive and inconvenient; and your memorialists desire that a second afternoon bag may be forwarded by some train in time to be forwarded by that night's mail, or to be delivered in town that evening. F. P. Delmé Radcliffe, Hitchin Priory, J. P.; Hon. Fk. Dudley Ryder, Ickleford House, near Hitchin, J. P.; Henry Wills, vicar; J. Stewart, curate; John Hawkins, solicitor; Wm. Griffith, Independent minister; Wm. Hawkins, solicitor; Charles Edw. Prime, the Hermitage; Sharples, Lucas & Co., bankers; Wm. Lucas, brewer; John Ransom, gentleman; Samuel Linds, brewer; Charles Primes, solicitor; London and County Bank, G. W. Strachan, manager; John Farmer, corn merchant; George M. Paddon, draper and grocer; Wm. Ransom, chemist; Edw. Fryer, merchant; Edw. West, draper; Jno. Perkins, ironmonger; John Gatweed, watchmaker; George Moore, clothier; Wm. Chapman, merchant; Wm. Marsh, corn factor; Newton & James, plumbers, &c.; Luke Lowin, grocer; John Palmer, stationer (late postmaster); Edwd. Chetty, chemist; Chs. Paternoster, bookseller and news agent; Nich. Scowlit, draper; Ames & Rose, drapers; Wm. Millard, grocer; Samuel Prudden, ironfounder; Wm. Davis, Wesleyan minister; Wm. Hainworth, farmer; Wm. Hill, Sun hotel; Thos. Widdins, agent to Sun Fire Office; Benjn. Abbott, Lewesford

ford House Academy; James W. Luke, banker." Have you any remarks to make upon the subject of that memorial?—According to your request, I have read over the memorial carefully, and I have obtained the observations of the district surveyor upon it. The memorial admits that the day mail from London is now conveyed by the Great Northern Railway, and of that no complaint appears to be made. In regard to the night mail, the grievance they represent is, that whereas the railway passes by the town of Hitchin, the night mail is conveyed partly by pony cart and partly by a regular mail cart, over some 35 miles, to a point on the Eastern Counties Railway. They do not, however, complain of the hours of that mail cart; but, on the contrary, they admit that they enjoy a despatch as late as 9.30 in the evening, with an arrival as early as six in the morning, which, of course, affords them as good an arrival and despatch as they could wish for, even were the railway used. The grievance, therefore, resolves itself into one of security, a subject which has been already discussed before the Committee, and fully gone into. I should mention, however, that there is a misrepresentation in the memorial which it is proper to set right. It is stated that a letter posted in Hitchin on Monday for St. Neot's will not be delivered until Wednesday morning; the memorialists, probably, are not aware that such a letter would be delivered on Tuesday mid-day.

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3832. Posted at what time on Monday?—On the evening of Monday; and a reply posted on the same evening would reach Hitchin a little after 10 the next morning, making a difference of 24 hours in the reply, as compared with the time stated in the memorial; the same answer applies to the communication with Huntingdon. The memorialists also refer to the inconvenience of the communication with the towns served by the London and North Western Railway, letters for which are despatched between three and four p. m., and do not reach Hitchin till 10 in the morning. I should mention that, were the Great Northern Railway to be used as the memorialists propose, the post they enjoy to and from the London and North Western line of railway would probably be discontinued, and they would therefore lose entirely what they state to be the unsatisfactory communication which they now possess. I should mention, also, that Hitchin being on the line of the Great Northern Railway, the Post-office at the time the day-mail was first conveyed by that line, ordered bags to be established to the principal towns on the line from Hitchin, and at the expiration of a month an account was sent to the Post-office of the number of letters conveyed in those bags. Hitchin had a morning bag to Peterborough, another to York, and a third with the railway post-office north of York, which would embrace all letters for the district north of York as far as Edinburgh; and the number of letters from Hitchin to Peterborough in a week was found to be only seven, to York only seven, and to places north of York none at all. In consequence of that, the Postmaster-general thought it unnecessary to continue the direct bags for so small an amount of correspondence; this will give some idea of the importance of the correspondence from Hitchin to the districts spoken of.

3833. Have you any means of stating what the whole amount of the correspondence leaving Hitchin is?—No; but a weekly account, as I mentioned before, is kept of the letters delivered in every post town in the kingdom; and, according to that, the Hitchin correspondence amounts to about 4,000 letters a week.

3834. Have you anything to show what proportion of that is direct London correspondence;—No, but if the Committee think proper that information can readily be obtained.

John Ball, Esq., a Member of the House, Examined.

3835. *Chairman.*] THE Committee understand that you have some suggestions which you wish to make to the Committee?—Yes. In the first place I may mention that I moved for some Returns at the commencement of this Session with the intention of calling attention to this subject; but afterwards it appeared to me that it would be better, instead of moving to have the Returns printed, that I should make an abstract showing some portion of the results which appeared to me to be interesting, and to bear upon the question which this Committee have to consider. I may mention that the mails with which I am acquainted, and with respect to which I am especially interested, are those between London and Ireland; and the Returns to which I have alluded had reference to those mails. Now I find, on an examination of the Return as to the arrival of the day-mail which leaves Kingstown at seven o'clock in the afternoon, and which is due

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in London at eleven in the forenoon of the following day, that the great bulk of the irregularities arise, not with any reference to the conveyance by steamer, nor with reference to the earlier portion of the route, but that they arise between Rugby and London. I find that, on an average of the entire year, ending the 1st of January last, the average lateness at Crewe, including, therefore, the passage by the steamer and the conveyance on the Chester line, was only seven minutes; and in no one month did the average lateness of that train exceed 14 minutes. From that, however, I exclude two cases in which the mail was delayed altogether by the non-arrival of the steamer; there are two cases only of that kind. But between Crewe and London the delay seems to increase considerably, and the average of the entire year is 16 minutes late at Rugby; but upon many occasions it is considerably more than that. When you get to London the average over the entire year is 33 minutes late; but as the trains pretty often arrive nearly at the time they are due, that includes a very considerable number of cases in which they were nearly an hour, or more than an hour, late. I find, on inquiry, that on 34 days in the year those trains were more than an hour late, and that on not a few occasions they were two hours late. Now it must be obvious to any one who has considered the question with a view to the arrival of passengers, and of course still more so with regard to the conveyance of the mails, that the regularity of the trains is, after all, the first object to be considered; and that for the purposes of business it is far more desirable to ensure a regularity of arrival at any hour, even if it be somewhat later than it is at present, than to be exposed to these uncertainties and vicissitudes, if they can be avoided. I should observe, that it appears clearly from the statements which have been made by the Post-office authorities on former occasions (I am not sure what has been stated here), that no very vigorous attempt has been made to enforce by penalties the regular delivery of the mails. Before the Committee of last year, the manager of the Chester and Holyhead Railway Company, being examined upon that subject, said he was not aware whether the company was liable to any penalty or not for the non-delivery of mails; he said, "Probably we are." Colonel Maberly, who was examined before the same Committee, in answer to Question No. 1920, said, "If the trains are in time, the superintendent of the mail coach department writes; if they are very late, I write; if that is ineffectual we put them into the hands of the solicitor." But in answer to the succeeding question, Colonel Maberly informed the Committee that the penalty had never been enforced since the letters were sent by railways. I will not trouble the Committee with an analysis of the other trains than the day-mail, because that is, in fact, the most important one, being the train that carries the greater portion of the letters from Ireland. Something of the same kind, however, is apparent in the down mails from London; but to those gentlemen who may examine the Returns, I should mention that the lateness at Chester is not so great as exhibited by the Returns as might be expected, for this reason: that in the time-tables the Post-office authorities seem to have calculated on an average delay at Crewe of half-an-hour. That was felt in Ireland to be somewhat of a grievance.

3836. Mr. *Egerton.*] It is impossible to remedy that?—It is impossible that each of the three trains which arrive at the same time can go first, one or the other must be last; and, of course, each place interested would like its train to be first. In Ireland it is thought that the Irish mails are most important, and that they ought to have precedence. With a view to the general administration of any department of the public service (in which I may say I have had some slight experience), it appears to me that the essential point, and the one that must be constantly kept in view, is that the department shall not contemplate irregularities; that the rule should be to enforce regularity; and that a strict explanation should be required, or a strict inquiry made, in each case of irregularity. If any department of the public service admits or passes over irregularities on easy terms, merely giving good advice, it is in human nature that people should avail themselves of the sort of laxity that is thereby permitted. I am quite aware that one difficulty found by the railways, is the non-arrival of branch mails at the hours fixed. On a full consideration of the subject, it has appeared to me that the public would suffer much less by the occasional non-delivery of the branch mails in London, and by their being allowed to stand over for the late mail train, than by opening a door by the admission of that excuse for the non-arrival of the whole mass of the mails at the hour when they are due in London. But more especially it appears to me that if the Post-

office department seriously propose to enforce regularity, the first and essential step to be taken is to institute inquiry into every case of material lateness. From a good deal of observation I am enabled to say, and I am quite satisfied of the fact, that persons of all kinds, whether in public situations or not, if made aware that their conduct is liable to strict inquiry, and that there are persons appointed who are qualified to hold that inquiry, and to sift out and examine into every serious instance of lateness which may have occurred, instances of delay would gradually become more and more rare. I may mention to the Committee that I obtained a return as to a particular instance which occurred on the first day of this Session, and which seems to me to illustrate the proposition I am now endeavouring to lay before the Committee. On the morning of that day I was coming to London, starting from Atherstone, in Warwickshire. I arrived at the station at the time fixed in the time-table, but I was told I might probably have an hour to wait, though sometimes the train came up in time; the train did arrive, in fact, within a quarter of an hour of the time fixed, and proceeded to Rugby, where it arrived within a quarter of an hour or less of the time which was fixed for its arrival. I should mention that the express train from Birmingham is fixed to start from Rugby about ten minutes before that morning mail, which should arrive in London about eleven o'clock. It would appear to any one conversant with railway matters, that it would require considerable care to keep these two very rapid trains from interfering with each other, and that, as far as possible, punctuality should be observed; but in proceeding by the mail train, which left Rugby within a quarter of an hour of the proper time, a considerable delay arose; the train was stopped and had to proceed at seven miles an hour for the whole interval between one first-class station and another. It turned out, on inquiry, that the superintendent or manager of the train, I believe, at the next first-class station to Rugby, had sent on after the first express train a heavy goods train, which was interposed between the two express trains, necessitating of course a considerable delay of the second mail train. These are things which it appears to me will happen when persons know that the trains are usually irregular, and that the Post-office does not strictly enforce regularity. That is exactly the sort of case in which, if an inspector entitled to take evidence on oath had been sent down that evening, and had made strict inquiry, and had examined all persons concerned, the truth must have come out; and I think that, by the enforcement of a penalty in that instance, many cases of irregularity, and possibly many sources of accident, might be prevented.

3837. Mr. *Egerton.*] Would you make all these inquiries at the expense of the companies?—No.

3838. Then is the country to be saddled with the expense of an inquiry such as you suggest, every day that a mail happens to be late?—My belief is, that if you instituted inquiry strictly you would soon dispense with the necessity of having many inquiries; that the knowledge that inquiry would be made, and that persons would really be made responsible for irregularities and errors, would soon diminish the number of inquiries beyond what might be supposed. I have a very strong belief, that out of the numerous instances in the course of last year, in which the train to which I have alluded, between Rugby and London, was late, some one or other was more or less in fault. I will mention, further, before leaving that point, that the superintendent of a station has either the means of knowing through the telegraph whereabouts an up-train is, and can regulate the departure of other trains by that knowledge, or he has not that knowledge. In the latter case, it would have been an instance of most inexcusable rashness to have despatched a slow goods train before the express mail train, with the possibility of collision in case of a fog, or in the case of a tunnel. If, in the instance to which I have referred, he knew that a train was coming up, that shows that he was not under the impression that the delivery of the mail in London was a point of primary importance which would be enforced by a penalty, which might be brought home in some manner to him. Of course that is only an opinion, as to which other persons may differ from me; but I must repeat my belief that a strict inquiry, followed out by the enforcement of a penalty when the penalty appeared to be justly enforceable, would put an end to a large portion of irregularity which occurs in the delivery of the mails.

3839. Is it your proposition, that the inspector should have the power of saying, in each case, what the penalty should be?—I have no knowledge of the nature of the contracts which are entered into, but I presume that contracts between the

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Postmaster-general and the railway companies provide for the amount of the penalty, and for the way in which it shall be assessed. I may mention that the train to which I have alluded was further delayed by what, I believe, is contrary to the arrangements entered into between the Post-office and the railway company, by its stopping to take a private carriage, which caused a delay of ten minutes; that is another cause of delay, which I think would be suppressed at once if an inquiry were strictly to be made into the subject.

3840. *Chairman.*] You are aware that the companies are not precluded from taking gentlemen's carriages by all the mail trains?—I am not sure how that is; but, if I am right in my supposition, that they are precluded from doing so by some trains, the breach of that rule would be put a stop to.

3841. Have you any other suggestions to make to the Committee?—There is one matter which I would point out as producing material inconvenience to men of business, and to Members of this House among others, who have engagements here of public importance which they cannot break; the inconvenience to which I allude, is the fact that they cannot calculate with anything like security upon the arrival of these trains. Although, of course, it is not the primary object of the Post-office to secure the arrival of passengers, still they would subserve in a great degree the public convenience, if they succeeded in enforcing the more regular arrival of the mail trains. The mail from Ireland was only two days late last year, in consequence of the non-arrival of the steamer; therefore persons having business would feel that they were not incurring any great risk of missing an engagement in London by coming by the mail steamer. But at present they cannot count on the arrival of the mails in London at the time fixed; the consequence of which is, that Members connected with Ireland, who otherwise would be enabled, between Saturday and Monday morning, to go there and return, are often unable to do so, because they cannot calculate upon the arrival of the mail train in London. That has been my own case.

Lunæ, 26° die Junii, 1854.

MEMBERS PRESENT.

Mr. Wilson Patten.	Mr. Milner.
Mr. G. H. Liddell.	Mr. Hamilton.
Mr. Fortescue.	Mr. James MacGregor.
Mr. Blackett.	Mr. Egerton.

J. WILSON PATTEN, Esq, IN THE CHAIR.

Mr. *Charles Knight*, called in; and Examined.

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3842. *Chairman.*] YOU are engaged in business as the publisher of different works?—My principal business at present is connected, as publisher by authority, with the Poor-law Board, the Board of Health, and the Emigration Board. I am less of a general publisher than I was formerly.

3843. How long have you been connected with the public offices that you have mentioned, as a publisher?—With the Poor-law Board, from its original establishment. There are a great variety of forms that are in constant demand by the unions, that are partly prescribed by Act of Parliament, and partly by the official regulations of the Boards. I have also been connected with the Board of Health from its establishment in the same way.

3844. Can you give this Committee any information with regard to the books and publications which pass through the Post-office, under the recent regulation, at 6*d.* a pound?—I can speak of course with reference only to my own experience, but I think that is considerable. I have a few figures here which I will refer to. I send out about 1,800 or from that to 2,000 packages annually through the book post, which are addressed to the clerks of unions principally, and to the clerks of other official local Boards, and half of these packages, I should say more than four-fifths, are under a pound, bearing a 6*d.* stamp. They are mostly official forms or publications, such as I have described. Some of the official ones are,

are, for example, numerous bonds that go in that way connected with the local administration, such as bonds that are wanted to be subscribed by the different medical and other officers connected with the administration of the poor laws and the sanitary laws. They are often wanted in a great hurry. A clerk, for example, may call to mind that there must be bonds entered into on a certain day before the Board of Guardians, and he has not got the forms. I have even, indeed, sometimes had a telegraphic despatch to send such forms instantly by the post; and before the book-post regulation they went at any cost as a letter, perhaps containing a dozen of them, and those things would probably not reach in time by any other than postal conveyance. Sometimes clerks of guardians, and individuals not officially connected with administrative functions, remit the price of an Act of Parliament, such as is published with annotations. I published at the close of last Session, mostly edited by the officers of departments, six of such Acts, which were necessary for the instruction of those who were to carry out their operations. These were the Burials Act, the Poor-law Acts of 1853, which are annually published by me with annotations; the Nuisances Acts, the Public Health Act, the Vaccination Acts, and the Lunacy Acts. In most instances single copies are required, and as those publications are not kept by the country booksellers, there would be delay if they could not go by the post, and in almost every case they are under a pound. I think they would not certainly go by railway at all in single copies, but it is a great advantage commercially and otherwise, that a publisher should be able to transmit a single copy to a magistrate, or any one requiring it for official purposes. In the catalogue that I circulate of these things, which contains 400 or 500 various public forms, it is generally stated that the Act of Parliament sold at 1 *s.* 6 *d.* is 2 *s.* by post, and postage stamps are often remitted for them, so that the transaction is at once closed without any trouble. Now, supposing this book postage did not exist, those single copies would not go by rail to distant parts of the country certainly, on account of the great expense that would attend their delivery.

3845. How did those kind of parcels go before the regulation allowing them to go through the Post-office at a certain price?—They did not go; and seeing what the advantage has been by the regulation of the Post-office, I am enabled more distinctly to speak as to this point. Of course they did not go, and one was obliged to send only larger parcels by railway, just the same as before the establishment of railways, to send them by the ordinary stage coach conveyance.

3846. You sent them by ordinary stage coach conveyance as large parcels, containing a number of those smaller ones?—No; those small parcels constitute but a very small portion of the business in which I am engaged. I send out a great number of other parcels; indeed the bulk of those forms go in large parcels by rail; but it is when anything is wanted in a hurry that the post is used; it is as an auxiliary to the general operation of railway carriage; I think that the book-post generally does operate in that way. Take, for example, the presentation of a copy of a book; I am speaking now perhaps more as a writer than a publisher; Mr. Murray has published two books for me within the last few months, and I have been very glad to send to some private friends, as everybody is, to show civility, a copy of each volume It would go for 6 *d.*, but I should not send it by rail, nor at all, if I had not the easy and ready mode of conveyance which the book-post furnishes, especially as, under the regulation about two years ago, one may write a few words of civility in the title-page. I sometimes publish, in connexion with official matters, a pamphlet. I will take such a pamphlet as Dr. Southwood Smith's recent work on sanitary improvement, which is very important, though published at a very low price. It has had a very considerable circulation; many thousand copies; and the reputation of the pamphlet induces persons to write for a dozen copies, which can go by post; and now, in the general operations of the trade, booksellers will not keep a pamphlet; it is very difficult to get them, especially cheap ones. The London bookseller will not keep them at all; and if a country bookseller writes up for a 2 *d.* pamphlet, his collector perhaps, rather than go for an article upon which there will be a profit of a fraction less than a farthing, says that it cannot be got, and there is an immense impediment opposed to the circulation by that circumstance. I need not say how important it is that sometimes a great subject, political or otherwise, should be elucidated by a pamphlet, and it is also important that such pamphlet should have a ready mode of circulation, and the book-post gives that: we had it not before. Referring to my figures, I have accounts with more than

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800 unions and boards of health; and many large unions, the Welsh unions, for instance, are in districts remote from railways; I can send parcels to such unions, to Shrewsbury, or Carmarthen, or Carnarvon, by rail, to be forwarded by other conveyance; and I do so send them in all cases where the parcels are large, where they are above three pounds or four pounds (we are limited to about seven pounds or ten pounds). For such parcels the post is very rarely used, because the price then operates against its use. In my own experience, as I before mentioned, the number that go for 6*d.* is at least 4-5ths, I might say 9-10ths, leaving few above 6*d.*

3847. With regard to those packages that go to unions, to whom is the charge made for the postage?—It is made to the unions; it is included in the invoice.

3848. They are charged with the number of stamps used by you, are they?—It is in that way I have been able to ascertain what was the proportion that went; if a clerk of a union sends for something that he wants in a hurry, and it comes to 5*s.* or 6*s.*, and it goes by post, there is an addition to the regular tariff charge of 6*d.* for the postage; the moment the postage price is above the ordinary price of carriage there is an end of it; it stops itself. As to those Welsh unions, I send parcels to such unions, and they go to Shrewsbury, or to Carmarthen, or Carnarvon by rail, and then they are forwarded to Aberayon, or Festiniog, or Abertyswith, for instance; and though I do so send them when they are large, yet it is a great convenience to be able to send the small parcels by post. Some of the Devonshire unions are similarly situated; Tavistock must be reached through Plymouth, which is 11 miles distant, and Okehampton from Exeter, which is 22 miles distant. The transfer of parcels to carriers is necessarily productive of delay and uncertainty. The Cornwall unions can only be reached for large parcels by steam-boat to Falmouth. In all such cases, and many more, the book-post is a most valuable auxiliary; it does not of course interfere and take away from the ordinary carriers, large parcels, for that would be too expensive; but it is a great help in carrying on this public business, which is also a commercial business, for the transmission of small parcels. I doubt very much whether any portion of any of those things that I have mentioned, except a very small fraction, under very unavoidable circumstances, would go by rail. I do not mean to say that the functionaries would not be, perhaps, more careful to supply themselves with a better stock, but they would not have the advantage that they have now in remedying any omission.

3849. Have you anything further to add upon that point?—There are three publications, one from the Poor-law Board, emanating directly from them, another from the Board of Health, and another from the Emigration Board, coming out at intervals, not as periodical publications, called "Official Circulars;" they are sent out as official circulars. The Poor-law Board circulates 4,000 or 5,000 copies, and so as to the official circulars of the Board of Health. The Emigration Board has not published one lately, but at one time it contained very valuable information indeed upon emigration. These official circulars are published by me, and have been published from the commencement, and the official circular of the Poor-law Board has existed 15 or 16 years; they are printed upon very thin paper, so as to be under the ounce, and they go by an ordinary letter stamp; but they are wanted also by Boards of Guardians in the number of a dozen or so to supply their officers, and of course there is a saving of 10*d.* if you can send 16 of those that weigh under an ounce for 6*d.*, and that saving those Boards have the benefit of. In that case the book post has been useful. Formerly they were all sent in single copies, or rather made up in packets and taken to the post-office and weighed and the price paid. I think there is one other point. I do not know whether it is quite right that I should mention it, as it is a mere hypothesis; I do not mean to express an opinion one way or the other as to the policy of the matter, but it is with regard to the possible abolition of the newspaper stamp. I read this morning Mr. Rowland Hill's evidence before the Committee on newspaper stamps in 1851, and I see he gives an opinion, although it might be very difficult practically to carry it into effect, that, upon a logical deduction, if the stamp were removed, and newspapers could be sent by affixing an ordinary penny stamp to the cover, which was what was proposed as the succedaneum in the event of such a change, that all printed matter ought to go in the same way. I am distinctly of that opinion, and I cannot understand when a newspaper ceases to make a fiscal contribution, why it is to have a preference over any other branch of knowledge, valuable as a newspaper is. Then it becomes a question whether

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it would not be right to keep up the balance between the facilities of the post for newspapers and for any other publication; whether either any amount of matter printed should be sent at the same rate as the largest newspaper, or solely that the book post should be continued. Now the book post is dearer, considerably, than the newspaper post. I weighed the "Times" and the supplement of this morning, upon which 1 ½ *d.* is paid, and they weighed exactly six ounces; that is, the "Times" is sent by post at a farthing an ounce, or 4*d.* a pound; then the book post is therefore 33 per cent. dearer than the newspaper post at the present time. There was a Return to the House of Commons, a very curious and valuable one, made about two months ago, of all papers that are called newspapers, and the number of stamps supplied to them. There are about 1,200 publications called newspapers. I have analysed them very carefully, and I have no hesitation in saying that more than one-half are not newspapers at all; they are prices current and catalogues, and every sort of thing; for any one that applies and goes through the forms of a newspaper will be entitled to the advantages that a newspaper has of going by post; and it is found to be better and cheaper for such publications to pay a penny newspaper stamp than to pay as a letter, or avail themselves of the book post; they are printed to be circulated in single copies. Then comes the question, where is all that to go, if such an event takes place as the abolition of the newspaper stamp. I have no opinion to offer about the matter, but I only throw this out for consideration.

3850. Can you afford to the Committee any information as to any other public department, or any other publisher in London similarly situated to yourself in this respect?—No; I think, with the exception of the Tithe Commission, which, I believe, has nearly come to an end, there is no publisher by authority, except myself, connected with public Boards.

3851. In this branch of the public service may the Committee take your house as sending almost the whole of the parcels which pass through the Post-office of the nature to which you have just alluded?—I can scarcely say that; but in consequence of some exertions that I made in starting the matter, when the duties of the Poor-law Commissioners came suddenly into operation, and they were not prepared for the great amount of forms that were required, I had the honour to be consulted by the then Commissioners, Mr. Nicholls and Mr. John Lefevre, as to the best mode of carrying out their orders and the provisions of the Act, and out of that grew the authority that was given to me to be their publisher; but it was very properly reserved by them that I should not be their exclusive publisher, that there should be no monopoly, to prevent my charging an exorbitant price. There are some other people, though not to so great an extent, who print any of the forms that may be required, and sell them in the same way to the various local Boards; but I do, under this authority, necessarily a larger portion of the business, and my evidence in that respect would be simply the evidence of all the others.

3852. You stated, did you not, that the pamphlets that are published connected with the public departments form a considerable portion of the book parcels that you send by post?—Hardly a considerable proportion.

3853. I presume the pamphlet trade of London would be guided very much by the same principles that the pamphlet trade connected with the public offices would be in their desire to send copies of their pamphlets through the post to different parts of the country?—I think very materially so. It must be obvious to any gentleman who has seen the course of public discussion, whether political, literary, or otherwise, that the age of pamphlets is pretty nearly passed, except on very rare occasions; it is well understood that a pamphlet cannot pay its expenses commercially. Any gentleman who wishes to have a special opportunity of giving his opinions to the world in a way that he cannot give them by any of the great reviews or newspapers, publishes his pamphlet, and he generally finds that, with the expenses of advertising and printing, he pays some 20 *l.* or 25 *l.* to the pamphlet publisher for the advantages that he has enjoyed in disseminating his opinions. Therefore, in pamphlets generally, the sale of individual copies constitutes almost the only sale, and those who publish pamphlets, such as Ridgways, generally do it that they may have something on their counter to show their friends who frequent their establishment.

3854. In the branch of your business not connected with public departments, are you in the habit of sending books of any other kind by the post?—No, I should say not; for the books that I have published, and continue to publish, are

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larger than would go by the post. For example, I am publishing a new edition, in connexion with another house, of the "Penny Cyclopædia," a large bulky book, which would weigh five or six pounds, and it is out of the question for that to go by post; it goes through the regular commercial channels to the retail booksellers.

3855. Have you any knowledge of the custom of the trade in that respect?—I do not think that the publishers avail themselves much of the book post; their operations are generally wholesale; but I have no doubt that the retail booksellers, and especially second-hand booksellers, who circulate catalogues, and have a very extensive trade, send through the book post. There is first the facility of a remittance being made by post-office order, which did not formerly exist; it is a simple transaction; a clergyman or a country gentleman has a catalogue, there is a book that he wants, and he sends up a post-office order or postage stamps; the book may be sent to him, adding the book postage, and he gets it immediately.

3856. That is a new system?—Perfectly new.

3857. Introduced under the recent regulation?—I believe the book post has been in existence in some form or other about five years; there has been some modification of it. If in any one of these second-hand books, there had been any writing (and there are often marginal observations in them), and it had been discovered by the clerks of the post-office, it would have been charged as a letter; there was a new regulation made as to that.

3858. Are you in the habit of receiving from the country any publications through the post?—No.

3859. Your impression is, that the general trade of booksellers is not conducted by post?—I would say that the whole of the transactions through the book post are exceptional to the ordinary trade, and so far as I can form an opinion of it, it is of great public advantage; assuming that books are of public advantage, there should be facilities for their penetrating distant places, and assuming that, there can be no doubt that the book post is a public benefit.

3860. Do you believe that if that regulation were stopped, and the Post-office were not allowed any longer to carry books through the Post-office, the public would derive the advantage through any other channel?—I think not.

3861. Those parcels to which you have referred, connected with the public departments, must go through some channel?—The small parcels. I still beg to say that the amount of commercial returns of those parcels that go by the book post is not a twentieth of the commercial returns of my house, because the greater number are large packages.

3862. Can you give the Committee any information as to the sum that has been paid upon the 2,000 parcels which you say have left your house in one year?—Assuming, which I have found by taking the average of six months, that about 4-5ths were at 6 *d.*, that would only be 40 *l.* Taking the others, one with the other, at 1 *s.*, and I do not think that would be much exceeded, not above from 60 *l.* to 70 *l.*

3863. Supposing they were to go by railway, can you form any idea of the difference in the cost of transmitting them?—I should think that it would be six times as much, looking at the distances to which the vast majority of those parcels go.

3864. Mr. *Fortescue.*] You stated before, that probably they would not go at all?—It is my impression that they would not go in that way; but if I were to suppose that the persons ordering them were indifferent to the expense, it would cost, I think, sometimes six times as much, and you could not send the smallest railway parcel to Exeter, I think, for 2 *s.* 6 *d.*, particularly by the express train, and by the luggage train the speed could not be attained.

3865. *Chairman.*] Would that be a fair average to take as the difference in the cost of book-parcels going through the Post-office and by ordinary conveyances?—Assuming that they were small parcels under two pounds, or certainly under one pound. The moment you come to send packages weighing from 10 pounds to 15 pounds or 20 pounds, or half a hundred weight, there is an end of the matter.

3866. With regard to the common conveyance of parcels by railways, have you observed any difference in the cost of sending book parcels by railways in the last few years?—I never prepay the carriage, therefore I do not exactly know; I think not. I do not think that the charges have been greater; I think they have been less.

3867. Has

3867. Has it been the practice of the book trade always to make up the different parcels in one parcel, in order to be distributed in the country districts to which they are directed?—I doubt that with any of the large houses, such as Longman & Co., and Whittaker, and others. I doubt whether that is their practice, for, as in most businesses, there is considerable jealousy amongst the country booksellers.

3868. Mr. *Fortescue.*] Are not the London booksellers in the habit of sending weekly parcels to the country booksellers, containing a considerable number of books?—Yes. A country bookseller will write to his agent in London, generally one of the large Paternoster-row houses, and if he is in a place where there is a considerable trade, he perhaps makes out a list, and sends three times a week, sometimes twice; sometimes he writes his order on the Friday, and it goes off on the Saturday, that being the great day of publication, but I doubt whether, except in very rare instances, there are enclosures to other booksellers, because each has his own system of operation.

3869. Then so far as your experience goes, those book parcels for the most part are such parcels as you think, if it were not for this post-office conveyance, would not go at all?—That is my own complete conviction, and it is in some degree founded upon experience, for previously to the establishment of book postage we sent out very few small parcels.

3870. You regard the conveyance of the book parcels by the Post-office as a mere auxiliary to the conveyance of parcels by other means, but as a very valuable auxiliary?—That is my decided opinion.

3871. Should you extend the observation which you made as to those official publications to other publications, and say that when ordinary publications are sent through the Post-office, they are sent at times when they are most wanted?—Decidedly so. There is such a variety and uncertainty in the demand for books, that unless a book has a high popularity a country bookseller will not keep it in his establishment; he can get it, it is true, by sending up for it in his weekly parcel to his London correspondent, but there may be many cases in which it is important, or it may appear so, to an individual that he should have a book directly, and he then writes to the publisher, who of course will send it to him.

3872. Do you think that the book post has much influence upon the general supply and diffusion of books?—I think not very considerable; it may add something, of course, but I have not the least notion of the amount of books that go through the post; I think they may be nearly all considered as exceptional cases to the ordinary commercial operations of publishing.

3873. But the book post affords, does it not, most valuable means to individuals of obtaining books just at the time when they most want them, without delay?—Most decidedly so; I think that the principles that render it advantageous, at any rate, that I should be able to send those official publications, must operate to a certain degree in many other cases that are not official, especially with regard to law books. My business is in some degree concerned in the publication of annotated Acts of Parliament, but there might be many cases in which a country attorney residing at some distance from a large town may want a particular law book in a hurry, and I think that must occur constantly.

3874. You consider the book post as auxiliary to the ordinary slower transmission by railway and other conveyances?—Certainly; I think if the book post were limited by weight, not to take more than three or four pounds, its efficiency would not be materially impaired; I am sure that I should not find it in my case.

3875. Would you feel that you were running much risk in sending a small parcel, such as a small book, to a distant part of England by railway or other conveyance, that parcel having probably to pass through many hands, and to go by several different conveyances?—I think though it might ultimately reach its destination, that there would be an absolute certainty of great delay. I had a list, made out for me (it was very roughly done) of those unions upon which railways did not impinge, and in many cases parcels had to be forwarded 20 miles, 10 miles, or 15 miles by a common carrier, with minute directions how they were to be taken on, which interferes considerably; there were some 30, I should say, of such places that my clerk put down for me this morning that occurred to him immediately.

3876. Mr. *Liddell.*] Is not the fact of not prepaying a pretty good security as to their being delivered?—Yes, clearly so.

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3877. Is it the object of not prepaying them to secure their delivery?—No; it is the natural commercial course, at any rate in the bookselling trade, that the person to whom a parcel is transmitted pays the carriage.

3878. That is not the course, is it, as to boxes or other heavy articles; are not they paid for beforehand?—I think not.

3879. You mentioned that the book post afforded a very great convenience for sending poor-law circulars to remote unions; I presume, following out the same argument, you consider, that if sent by any other means the delivery would not be so certain as when they are sent by the Post-office?—The greater number of those circulars addressed to individuals, single copies, go with a letter stamp, a single penny stamp, because they are purposely printed on thin paper, to be kept under the weight. Being an official publication they could not be registered as a newspaper; the chairman could not go as a proprietor of a newspaper and say, "This is my publication."

3880. In a former part of your evidence you stated, that as soon as the price of transmission by post exceeds the ordinary charge by railway, it stops itself?—Yes.

3881. Now, will you explain exactly what you meant by that?—Suppose a parcel weighs 10 lbs., it would cost 5 *s.* to go by post, and taking the average of the distances in the kingdom, it would not cost 5 *s.* to go by railway.

3882. It would cost more, would it not?—I am not aware of that fact; I am including the smaller distances.

3883. It has been shown to this Committee, that one great advantage to the public is the security of the delivery of their parcels which are sent through the post, and it is argued that the railways have not at their disposal the means which the Post-office has?—I have no right to infer that from any experience of my own; I am not aware of ever having received a complaint of the non-delivery of parcels that have been sent in the proper mode by railway.

3884. You have stated that you never prepay any parcels, although you send a great number by railway?—Yes; but they are large parcels, and it must be obvious in all cases that the security of a very small parcel is not so great as the security of a large parcel, particularly when it has to pass from a railway into the hands of another carrier, and therefore a book the size of a memorandum book is much more easily lost than a parcel weighing 10 or a dozen pounds.

3885. Mr. *J. MacGregor.*] But the railway company is responsible, is it not, for the custody of a parcel that you entrust to its care?—Yes, up to the point when they deliver it to the carrier; but they are not responsible for the carrier who has to take it 20 miles further.

3886. But the carrier is responsible, is he not?—Yes. But I am not raising any doubt about the regularity of the delivery by railway.

3887. Up to 10 *l.* in value, without any declaration, a railway company, or any other carrier, must replace a parcel entrusted to his care?—Yes.

3888. With regard to those 1,800 or 2,000 dispatches of book parcels that you send off annually, are they generally of such urgency that they are required to be received with the greatest expedition possible?—In many cases they are.

3889. Still we must suppose that the bulk of the transactions between the publishers and the unions is of a character that will admit of delivery at a somewhat later period than the course of post by which a letter is conveyed?—Yes; and the bulk of the transactions are carried on by parcels dispatched by railway; but every now and then an exceptional case arises in which something is wanted in a hurry. If you consider the number of forms that clerks of unions and other officers have to keep (they have bonds that extend to all sorts of officers), it is evident that a clerk may often find that he has not got such and such a thing in his possession, and he sends for it in a hurry.

3890. Then the question arises whether he should pay 6*d.* a pound, or 2*s.* 8*d.* a pound on account of the hurry, he having neglected his business?—I think he would not get it so quickly by railway.

3891. The question is, whether he should have it as a book parcel at 6*d.* a pound, or at the regular postage of 2*s.* 8*d.* a pound; as to the facility of transmission, he would receive it quite as quickly paying 2*s.* 8*d.* a pound?—Yes, he would.

3892. Mr. *Liddell.*] You have stated that the post is only a very valuable auxiliary to the railway; do not you think that the boon which the public obtain from

from the cheapness of sending parcels through the post is so great, as to lead in its practical effect to a transfer of a large proportion of the railway parcel traffic from the railways to the Post-office?—I really think quite the contrary. Mr. C. Knight. 26 June 1854.

3893. Are you aware that it has been stated in evidence that the railway parcel traffic has gone off very much?—No, I am not in the slightest degree aware of that.

3894. Do not you think that it is a natural inference to draw from that circumstance, you having stated that it is a valuable auxiliary to the railways, that the cheapness of the conveyance is likely to induce the public to send all they can through the post?—Practically I do not think that it has done so, but some of the great publishing houses would give better evidence upon that subject than I can. As I said before, they avoid if possible any retail accounts; their business is to manufacture books and to sell as other manufacturers do in large quantities; the retail booksellers would certainly be better evidence upon that point than I can be. I may mention that there is a house that by its cheapness has established a very considerable trade both in London and the country, Bickers and Bush, at the corner of Leicester Fields; they keep books bound and sell them very cheap. I think they could give evidence if they chose upon the amount of book parcels sent through the post; I mention them because I know a clergyman at Bonchurch who sometimes writes to them for a book.

3895. That is probably sent through the post?—Yes, very likely, if it is a single book that he wants.

Francis Abbott, Esq., called in; and Examined.

3896. *Chairman.*] WHAT office do you hold?—I am Secretary of the General Post-office in Scotland. F. Abbott, Esq.

3897. Some statements have been made to this Committee as to the inconvenience of the postal communication with Pennycuick, near to Edinburgh?—Yes.

3898. Have you any information to give the Committee upon that point?—I have read the statement made by Mr. Cowan, and I will make a few observations upon it. Perhaps the better way will be to mention what was the state of the case between Edinburgh and Pennycuick previously to the 1st of August and subsequently. Previously to the 1st of August, the first post left Edinburgh at 6.30 in the morning, and reached Pennycuick at 8.15 in the morning; the second post left Edinburgh at two in the afternoon, and reached Pennycuick at 4.15. This was in accordance with the arrivals from London at that time. Then the acceleration of the mail took place, and in consequence of the mail arriving at night instead of early in the morning, the post to Pennycuick was sent out at 11 o'clock at night. This was an excellent arrangement for the letters in every way, and perfectly satisfied everybody but the Edinburgh newspapers, which being published at four o'clock in the morning, of course could not be sent out by the post leaving at 11. They naturally complained, and this complaint was taken up by Mr. Cowan and by a number of other people, and in consequence of these representations the post was altered again, and the first post, instead of leaving at 11 at night, left at 5.45 in the morning, including the newspapers, the complaint simply referring to the Edinburgh newspapers only. At present, the first post leaves Edinburgh at 5.45 to include the newspapers, and reaches Pennycuick at eight in the morning. The second post leaves Edinburgh at 11.45, and reaches Pennycuick at two in the afternoon. On the return, the first post leaves Pennycuick at nine in the morning, and reaches Edinburgh at 11.15 in the morning, in time for the 12 o'clock delivery in Edinburgh. The second post leaves Pennycuick at 11.30 p.m., reaching Edinburgh at three in the morning, and the letters are delivered at seven. This was the state of things after December. By this alteration there was no afternoon post from Pennycuick in connexion with the despatches from Edinburgh of the London mails, and mails going to the north at eight o'clock in the evening, which was a grievance, and admitted to be so, and an additional post by coach has been put on since, to remedy this, leaving Pennycuick at 5.30 p.m., and arriving in Edinburgh at 7.15 p.m., in time for all the letters for all parts of the kingdom, and all parts of the world, to go forward by that post, so that Pennycuick has now two despatches from Edinburgh and three to Edinburgh.

3899. What remark have you to make upon Mr. Cowan's statement as to the

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present inconveniences notwithstanding this arrangement?—He says, "Great complaints were made by the newspaper proprietors of Edinburgh and the newspaper readers within 20 miles of Edinburgh, that a delay of 24 hours in most cases ensued in consequence of a total disregard to the communication between Edinburgh and the surrounding districts, or, in other words, in consequence of the acceleration from one or two o'clock in the morning till 11 at night; the Post-office considered it necessary to dispatch the mails instantly, leaving the newspapers published at five or six o'clock the following morning behind till, of course, 11 o'clock the next night, when there was only one mail per day." This, I have said, was remedied by the alteration from 11 to 5.45 the following morning; but even if that alteration had not been made, although I admit that it would be convenient to many persons to have their Edinburgh newspapers early, the acceleration of the correspondence was what we naturally looked at. Mr. Cowan says, "I felt it my duty to remonstrate with the Post-office authorities on the subject, and being from home at the end of August, the acceleration having taken place on the 1st of August, I received a letter from Mr. Laing, the Post-office surveyor, intimating that he had been instructed to give such redress as it was possible to give, and wishing to see me upon the subject. I was then 60 miles from home, and without the prospect of returning very immediately; but I had not the slightest idea that the injury which was inflicted upon the classes of persons to whom I have referred, and which was confined to the dispatches from Edinburgh only, would have been accompanied by a similar withdrawal of the two mails which we possessed from Pennycuick to Edinburgh, the effect of which, as I informed the Committee on a former occasion, was to delay our letters from 16 to 20 hours, as the case may be; or, in other words, to remove our establishments as far as Inverness." Now, Mr. Cowan is a little mistaken about this, for there has been no withdrawal of any mails, inasmuch as they had two down and two up before the alteration, and they have now two down and three up; therefore there is no withdrawal of any kind. What he means can only apply to the alteration of the hours, and there could be no delay of any letter for 16 hours, or for more than 12, even if the letters were put in immediately after the post was dispatched. He then refers to Mr. Page, who, I am quite sure, in what he said, merely desired to state that Mr. Cowan, from the immense business that he has at Pennycuick, was the person whose influence was the greatest there, and who should be consulted; he had no further idea than that; and I am sorry to find that Mr. Cowan should have taken it up in any other way. The 2,000 letters a week which Mr. Cowan mentions for Pennycuick include the letters for a number of other places, such as Eddlestone, Noblehouse, Dolphinton, Linton, and a number of other places in the neighbourhood. I do not say that it is not a place of very considerable importance; on the contrary, I think it is, and should have all fair accommodation; there are a number of important paper-mills and foundries in the neighbourhood, and a great many people. He mentions Sir George Clerk as being a near neighbour. He did complain of the delay of the Edinburgh newspapers, and this was remedied immediately. Mr. Cowan mentions Mr. Anderson as having complained. Mr. Anderson lives at Liberton, about three or four miles from Edinburgh, and his case has nothing to do with Pennycuick, and unfortunately it is so situated that we cannot at present give it a second post to Edinburgh; but Mr. Anderson says, "If a letter for London is put into the Liberton post any time after 11 o'clock, say on Monday forenoon, it will not be delivered in London till Wednesday." If he put that letter in half an hour earlier, it would be delivered at seven the next morning. Now that is not a fair way of dealing with a question of that kind. I may also say that it is my intention, when I return to Edinburgh, to see whether I can alter these arrangements, so as to improve them with advantage. Mr. Cowan says, "I shall merely say farther, that we should be quite satisfied to return to the old system, which with a slight alteration in regard to an evening delivery in Edinburgh, would be convenient." He forgets that it is impossible to return to it. If you accelerate the mails you cannot return to it; you must have a post every hour of the day to do that, and it is impossible. The Post-office is a system of combination, and there are many parties to consult, and that is the reason why we have so much apparent difficulty with the public. The sender of a letter is equally interested with the receiver, and he would complain that you send out his letter too early, as the other would, if he gets it too late. Here is a man who wants his letters from London, who is anxious that his letters should come as early as possible. Here is another man who wants his letters from

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from the north, equally anxious that his letters should come as early as possible, and another from the west, and another from the east; each man has his own individual interest, the difficulty is to combine them all as well as we can; we must look to the whole, while each man looks only to his own interest, and that is our great difficulty. Mr. Cowan seems to complain that he was not properly consulted; I can only say that my direction to the surveyor was to see him, and to see Sir George Clerk; he went down there, and he wrote to Mr. Cowan not only once but twice, but he could not make an arrangement with him to see him. He also went to Pennycuick, and he did not see Sir George Clerk, because he was not at home; but Sir George Clerk knew of the alterations, and he might have seen me at any time. I saw Mr. Cowan many times, and I offered him all the information that I could possibly give him. I placed in his hands a full statement of the times of post in every direction, and the number of letters received by each, and I asked him to form his own arrangements and let me know what he wished; but the papers were returned to me without any observation, with Mr. Cowan's compliments; I could do no more. At present he complains apparently of the difficulty of communicating with Edinburgh; if he writes in the evening, up to 10 o'clock at night, his letter is delivered at seven in the morning, and it may be answered, and the letter posted up to 11 o'clock, that answer being delivered in Pennycuick at two in the afternoon; that surely is a good post. Mr. Cowan says, that "It humbly appears to me that such changes as these, when they do take place, ought to be announced to the world publicly by the Post-office, by advertisement, in the same way as alterations in the railway trains are made known to the public." It is a regulation of the office to exhibit a public notice of all changes in the windows of the post-offices affected by them, and if this was not done at Pennycuick, it was a neglect of the postmaster there of the surveyor's instructions.

3900. Have you read Mr. Page's evidence?—Yes.

3901. Have you any remarks to make upon it?—No, excepting merely this, that I am quite sure he had no further meaning in mentioning Mr. Cowan's name except his personal influence as a person who would be the proper individual to consult in any matter affecting Pennycuick, as being the most interested there.

3902. I presume you mean that Mr. Cowan is not a person who would demand anything for his private advantage?—Certainly not.

3903. Mr. Page never intended to impute that to Mr. Cowan?—Certainly not; Mr. Cowan I believe wishes a direct post to Pennycuick, separate from that the going to Dalkeith, but the expense would be 100*l.* a year in addition to present expenses, so far as we can estimate it.

Major *Henry Drury Harness*, called in; and Examined.

Major *H. D. Harness.*

3904. *Chairman.*] YOU have been employed on several occasions, have you not, as an arbitrator between the Post-office and railway companies?—Yes.

3905. It has been stated that considerable delay has occurred in arbitrations between the Post-office and railway companies owing to the impossibility of appointing an umpire between the parties; can you give any information to the Committee upon that point?—I observed that that remark was made by Mr. Saunders in the case of the Great Western, therefore I have brought the papers of the Great Western arbitration to show that the difficulty did not arise on the part of the Post-office. The first arbitration that I was engaged in for the Great Western was in 1842, and in my first letter to Mr. Saunders, after it was notified to me that the arbitration was to commence, I named three persons, but I told him that they were all personally known to me. He objected to them, and in his reply named two others, to both of whom I objected; one of them I had met as an arbitrator, and he had expressed very extreme opinions as to the mode in which the Post-office service should be paid for; the other I did not know, and I objected to him. Mr. Saunders afterwards communicated to me the names of six people, and I wrote to him and said, "Dear sir, I will willingly agree to the umpirage of either," naming all but one; I was willing to accept either of five.

3906. What was the cause of one of those five not being named in that instance?—I do not know; I met Mr. Saunders and he named six names, and I took time to consider them. It was on the 6th of December 1842 I met him, and on the 7th I wrote to him, saying that I would "willingly agree to the

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umpirage of either of five out of the six." So I left him five of his own naming; I heard no more of them, but received a letter on the 7th suggesting another person, and I accepted that one, but said that it was unlikely that he would act, for he had once before refused. I think it was not long after that that he named another, Mr. Pusey, and I accepted Mr. Pusey, so that there was certainly nothing on the part of the Post-office to cause delay in that instance. In the next arbitration in which I was engaged with the Great Western, Mr. Brunel was the arbitrator, and it may be said there was some delay there, because there was difficulty in selecting an umpire. I did not like the circumstances of the former arbitration, and was rather particular about the selection of an umpire, but the real delay was not owing to that; the delay was owing to Mr. Brunel never being ready to attend to the business. Here is a letter of mine to him on the 24th of June 1846, when there had been a good deal of delay. I wrote in these terms: "Dear sir,—I regret much that no communication has reached me from you since my notes of the 9th and 13th instant; I have now for a very considerable time been prepared to attend to the arbitration, and have allowed the possibility of my being required to do so, to interfere with all my arrangements, but I cannot permit this to continue any longer. It will give me much pleasure to hear from you, and I shall always be glad to proceed with the arbitration at such times as may be quite convenient to both of us; but after having been so long ready to attend to it, it is right to point out to you that any future delay, although arising from occupation on my part, must be attributable to the same cause as the delay which has already occurred, and through which many months have now passed almost unemployed in the reference." So that I do not think that the delay there was with the Post-office. I do not recollect any very serious delay arising with any other company. I have not tried to trace out any. Since Mr. Saunders's evidence, I was satisfied with getting the book as to the Great Western reference.

3906.* Can you state to the Committee on what principle you have usually conducted arbitrations on behalf of the Post-office?—Certainly. I do not know that it can be better stated than it is in the paper which was put before the umpire in this particular case; as it was one of the latest, the principle was most fully stated. The first arbitration that took place for mails was before the Railway Mails Act was passed; it was when the idea of determining the payment by arbitration was first suggested, and a kind of experiment was made. The first reference was for the mails on a portion of the line of the London and Birmingham Railway; I think about 32 miles; and the question was referred to Mr. Robert Stephenson, the engineer of the line, and to me. We asked Mr. Loch, the Member for the Wick Burghs, to be our umpire, but did not refer to him. The first day I met him (it was upon my mind a good deal, because the question was new, and it interested me), I said to Mr. Stephenson that I thought the proper principle would be to carry out as far as possible, without injury to the railway company, the same principle upon which the Post-office were paying for their mails on the roads, inasmuch as the actual carriage of the mails was the subject of contract; they paid a full commercial profit to the carriers they employed; but inasmuch as the mails ran over the roads without paying toll, they did not pay anything to the proprietors or the trustees of the roads; and therefore I proposed that, considering the company as a carrying company, we should give them a fair commercial profit, but not pay for the use of the road further than it was clear that the Post-office put the company to an actual expense for it; that is to say, the payment awarded was not to make a return on the capital upon the road. That was the principle that I suggested. He said he would take time to consider whether he would agree to it.

3907. I presume you refer to tolls alone in that observation?—Yes; we did not speak of it as a toll, but it may be so termed. We appointed another time to meet, and when I met him next, he expressed his opinion that my proposition was a perfectly fair one, and that he was willing to work it out." Of course the figures that related to the different expenses connected with railways were unknown to me, and they were to a very great extent guesses on the part of Mr. Stephenson at that time, but as we came to different items, and it was necessary to assume values, he gave them to me from the best information he had. Under that award the price was about 7½*d.* for the use of a whole carriage; we fixed it, I think, at 3¾*d.* per mile per axle, limiting the weight upon it to 2¾ tons. In that award we stated the principle on which we had made it, that we thought the company

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company should be paid as carriers, but not receive any remunerative return as the proprietors of the road. This was immediately antecedent to the passing of the Railway Mails Act, and when the Bill was going through Parliament, Sir James Graham proposed that a clause should be added to it, insisting upon the arbitrators including the value of the railway in making their decision, the clause being purposely suggested to do away with the principle that Mr. Stephenson and I had adopted in making our award. This was met by Mr. Labouchere, who had charge of the Post-office Bill, by saying that if insisted upon, he would move a clause proposing the contrary principle, and the consequence was that no clause was introduced into the Bill determining the principle on which the Post-office payments were to be calculated. When the Act was passed, and it became necessary to arbitrate again as before, there was no definite instruction as to the principle, and that adopted by me was, that the toll should be determined by considering what should be the tollage if the line were fully occupied, or if there were as many trains as could be run upon it in 16 hours of the day, at the same speed as that required by the Post-office, to return 10 per cent. upon the share capital of the company.

3908. Will you explain that last expression, "as many trains as could be run upon the line"?—Yes. In determining the toll for the Great Western line, I assumed a train of equal weight with the Post-office train, to be started from each end of the line every half hour during 16 hours out of the 24, and then calculated the charge required per ton of gross load, or including the weights of the carriages, on that assumed amount of traffic, to pay 10 per cent. on the share capital, five per cent. on the borrowed capital, the rent of the Bristol and Exeter line as far as Taunton, the rent of the Cirencester Branch (the mails on these being included in the reference), and also to meet the expenses of maintenance, rates and taxes, police, lighting, direction, &c. The tollage thus computed amounted nearly to 1 *d.* per ton of gross load, per mile, in the Great Western case.

3909. Supposing that a train would start along the Great Western every half hour in the day, and go from end to end?—Yes, that every part of the line was occupied at half-hour intervals.

3910. That you took as the toll?—Yes, and I feel perfectly satisfied that this principle is a just one; I have never doubted it.

3911. How did you proceed with the rest of the calculation?—That only gave the tollage. In the other part I always considered that there were three items of charge; the first was the locomotive power supplied; the other was the carriage accommodation given to the Post-office, and the third the tollage. The cost of the locomotive power per mile was easily deduced after the railways had been some time at work, from their own half-yearly statements, with some additional information. Generally speaking, I had to ask for the mileage run in the half year. The capital in locomotive engines and tenders belonging to the company was the sum upon which a profitable return was to be allowed; I could compute therefore the running expense and the addition to make to it per mile to give the proper return upon the capital in their engines. Then came the question how the Post-office were to pay for locomotive power; if it was an ordinary train, and the company themselves admitted that it was an ordinary train, one that they would run whether the Post-office directed them or not, I considered that the Post-office should pay the same proportion of the cost of the locomotive power that the weight they attached to the train bore to the whole average weight of that train. If it was not an ordinary train, my principle was, in the first instance, to debit against the Post-office the whole of the charge of the locomotive power, and then to say the train receives so much from the general traffic, and the same proportion that those receipts bear to the average receipts of the other trains, the traffic that went by this train ought also to contribute towards the locomotive power. If its receipts were half the receipts of an ordinary train, I considered that from those receipts ought to be taken half the cost of the locomotive power, and the remaining half should remain to the Post-office. The carriage was easily determined, at least latterly. There was an agreement between a large number of companies, by which they paid for the use of each other's carriages, and I think I am right in saying that it was either 1 *d.* or ¼ *d.* a mile for the first class, ½ *d.* for the second, and ¼ *d.* for waggons and trucks. That agreement I made the basis of my value of the sum to be charged to the Post-office for the use of the carriage. It was understood, and constantly admitted to me, that the charges had been fixed at a high rate by the railway companies, in order that their carriages might have

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a tendency to remain on their own lines, and that it should not be to the interest of one company to use the carriages of another; there was no possible injustice to the railway company in taking those figures.

3912. How did you calculate the inconvenience caused to the railway companies by the interference with their usual passenger traffic?—I do not understand how it was to interfere with their usual passenger traffic.

3913. Supposing the Post-office ordered a train at an inconvenient hour to the railway company, how could you calculate that inconvenience?—I think that the great difference between the view which I have always entertained and always argued upon, and that which the arbitrators of railway companies argued upon, was this: they always viewed themselves to be in the position of parties having a monopoly of the traffic of a given line of country; whereas I always argued that they were the proprietors of a road which was open to anybody who chose to use it, that the monopoly they had acquired had not been given to them by the consent of the Legislature, but obtained in spite of it; and if, instead of the line being worked by the company themselves it had been worked by competing carriers, the Post-office would have had no difficulty in getting one of them to tender for the mail at any time they named, and the charge which such carriers would have made would have been materially influenced by the number of passengers going by the train at that time, and that the companies had no right to consider themselves in any other position than that in which they would have been if this had been the case.

3914. Then you did not recognise the claim of the railway companies for any allowance for interference with their passenger traffic?—I did not admit the claim of the railway companies to have the price fixed as if their monopoly was recognised.

3915. You look upon it, I presume, as a part of the contract between the railway company and the Government, in consequence their having the privilege of an Act of Parliament accorded to them?—When it was first suggested how the mails were to be carried, one of the recommendations was, that the Post-office should be allowed to run their own railway carriages with passengers, but instead of that they obtained power to call upon the railway companies to supply the trains, or to call upon them, as the persons holding engines and carriages as carriers, to run upon their line at a time when it was open to anybody who chose to use it; other people being shut out, not by the intention of the Legislature, but by the practical working of the railway companies under the powers given to them.

3916. What have you found to be the principle with which you have been met by the railway companies in those arbitrations?—I can hardly say that there has been any one principle taken up by them; there is no doubt that the whole effort of the arbitrators, except in a very few instances,—certainly I must always exclude the first one in which I met Mr. Stephenson, who gave as much attention to the subject, and was as anxious to do it full justice as I was,—the general effort of the arbitrator has been simply to get the highest possible price that he could, and to bring forward those arguments which he thought would effect that object.

3917. Can you state to the Committee any alterations which you think are advisable in the present mode of selecting umpires, and conducting arbitrations in Post-office cases?—I think, instead of the choice of the umpire resting with the arbitrators, he should be named by some person *ex officio*.

3918. Where could you get such an authority as that to give satisfaction to both parties?—One of my offers to Mr. Brunel was that we should ask a Judge to name; he accepted this proposition more than once. First of all in this way: that we each of us should propose a certain number of names, and put that number before one of the Judges to choose one from them; and I left him, he having agreed to it, and both of us having put down our names, to prepare a letter, and I was to send him the letter to sign. I had hardly got home before I got a note from him to say that if it was to be done in that way, he wished that the Judge should not know who had proposed each name. I objected to that. I said, "No, I will not send them forward unless the Judge does know." He wrote back to ask why, and I said it was because he might know on which side to suspect a bias. After some time another proposition was made, which was that we should ask one of the Judges to name three persons. I said, "If you will ask one of the Judges to name three persons, I will take either of the three so named, and you may therefore have the choice." He did not agree to that for a long time,

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but at last he wrote and proposed that we should write to the Lord Chief Justice or the Lord Chancellor, and ask one of them to name three. In reply, I received his letter early in the morning, and as quickly as I read it I wrote an answer to it, saying that I would willingly apply to the Lord Chief Justice to name three persons, and meet him at any place between the place I was then at and London, to write a joint letter. I never received an answer to that letter. I think it would be a very satisfactory arrangement, if the Judges would undertake it, that one of them should name the umpires.

3919. How do you think that the Judges could get any information which would enable them to form an opinion as to who would be a proper umpire?—I do not think that it requires any peculiar knowledge; all you want is a man with a just mind, and sufficient understanding to comprehend what is put before him. There has hardly been an arbitration in which we have differed as to figures; there have been differences as to principle, and I think that almost any man of education who is capable of considering principles and dealing with them, would be able to deal with that question.

3920. But supposing it was left to a Judge; he might name some gentleman of high honour and character in the country, but who at the same time might be in the knowledge of the Judge personally interested in railways, or the reverse?—That is quite true, but he would not go on appointing him.

3921. At the same time that appointment would be a bad appointment for that particular case?—Yes; but I do not think that one bad decision would be of any moment after you had got a good principle established.

3922. But it would be of very serious consequences to any company if the Judge made a mistake in the appointment of an umpire?—I think that however he might choose the umpire, it would never tell against the railway company; I do not think that in any case, if the sum I have put before the umpire, or which would be put by any person likely to be employed by the Government as their arbitrator, were taken without alteration or any increase, that the company would be damnified.

3923. Mr. *Egerton.*] Do you think that the Judge would undertake such an office as this?—I do not know that; I cannot tell.

3924. Do you think that Judges have peculiar means of knowing the class of men that would make the best umpires?—They must have a very large acquaintance with men; and could be trusted to select a man with a just mind and an acute intellect.

3925. Umpires are generally taken from the Members of either House of Parliament, are they not?—Yes, most frequently. I think the feeling has always been this, I know it has been mine: I did not like to take a person who did not occupy some position, or if I had no personal knowledge of him, whose name before the public did not stand high, so that his decision should be received with respect. I was willing to take persons holding certain offices (I remember in one of the cases taking the stipendiary magistrate in Manchester); any person who held an office that showed that he was respected by his fellow-citizens.

3926. Have you found many instances in which the umpires have declined to act?—Not after being appointed; very often on asking people they have declined to act.

3927. Mr. *J. MacGregor.*] Are the Committee to understand your proposition to be that, taking the figures furnished by the railway arbitrator as the amount of remuneration which he seeks for the company, the amount of the figures furnished by you to the umpire could in no case do injustice to the railway company?—What I said was, that if the umpire took the figures put before him by the Post-office arbitrator, or any person employed as an arbitrator on the side of the Government, without increase or alteration at all, the company would never be damnified; I do not think in any single instance, in the figures proposed by me to the umpire, if those had been taken the company would have been short paid, or that they would have been losers by carrying the mails; I have always endeavoured not to be an advocate.

3928. That is your personal view?—Yes, that is all, and I only put it forward as such; but I can give the Committee one striking instance of the truth of that assertion. When I went down to the Manchester and Leeds arbitration to fix the price for the mails on that line, Captain Lawes met me; he gave me all the information that I asked for, but he took very little part in discussing anything; having

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got the information, I calculated the price, and said, "I am willing to agree to so-and-so;" he never discussed it, but said "Very well, I am willing to agree to it;" and added, "When my directors asked me to act, I said, 'You must expect me to agree to what the Post-office offer, because I am perfectly sure that the gentleman coming down from the Government is not going to defraud the railway company;'" when I put the figures before him, he agreed to them, and said that he had accepted the office on that understanding with his own directors.

3929. In the majority of cases can you give the Committee any idea of what has been the chief cause of difference in arbitrations between you and the railway companies?—The principal cause, I think, or the one that strikes me now is, that the arbitrator for the company has generally tried to put down all the charges per train, all the expenses of the company, the expenses of maintenance, and everything of that kind, and the return required for their capital, per train instead of in proportion to the weight of the train; he would say, "You are going to make me run a train for the Post-office; now every train that runs, if I divide all my expenses, costs me so much for maintenance, so much for staff upon the railway, and so much is required to make a return upon my capital."

3930. They proposed to charge the Government per train, with the same expense for the Post-office train?—Yes, without reference to whether it was heavy or light; that strikes me as the principle they have generally acted upon.

3931. What have been the reasons of the decisions given by the umpires as regards the views which they have taken of the two sides?—They have rarely or ever given any reasons for their decisions.

3932. Can you form any idea from the amount awarded?—No, very rarely indeed; not generally.

3933. Mr. *Egerton.*] What is the course taken at one of these arbitrations; is evidence taken on both sides?—Not formally. The usual way has been this: the two arbitrators have met at the offices of the company generally, and my plan was to call immediately for the last half-yearly statement, or the last two half-yearly statements of the company, and then to call for such additional returns from the company's books as would give the information that they did not afford; and if the companies did not admit that the trains employed by the Post-office were ordinary trains, but claimed for them as special trains, then I asked for returns of the receipts of their trains for a period.

3934. Have you ever been refused those returns?—I remember one instance in which there was some demur, and the answer was very simple; "The case cannot go on till you give them; there is no inconvenience to the Government in waiting."

3935. How does the umpire arrive at his decision?—When the two arbitrators had failed to agree they usually wrote to the umpire to know when it would be convenient to him to receive their statements, and we usually took care to send the statements in to him on the day that he named, sending in written statements.

3936. Did the umpire ever call for independent evidence?—I do not remember; he may have done so.

3937. Did he ever examine the officers of the company himself, and the Post-office authorities?—No; I remember on three occasions meeting the other arbitrator before the umpire.

3938. Would there be any objection to the President of the Board of Trade?—I should think that the companies would object.

3939. Mr. *J. MacGregor.*] I do not gather from anything that you have stated that you object to the principle of arbitration as a fair one between the Government and the railway companies?—No; I think that arbitration must always be fair, provided it is in fair hands. I did not experience any difficulty in meeting Mr. Stephenson.

3940. As the appointment of the umpire on the part of the arbitrators is inalienable from the principle of arbitration, we must regard that difficulty as a part of the compact?—I do not think it is necessary that the appointment of the umpire should be made by the arbitrators, or that that is inalienable from the principle of arbitration.

3941. I am taking your view. You would not allow a statement to be submitted to a Judge, merely putting the names forward, unless the name of the person who suggested them was mentioned at the same time?—I gave a reason for that.

3942. Yes; but that reason was, that the Judge might gather from the persons who named the proposed umpire what the bias was with which he had been nominated?—What was likely to be the bias.

3943. Taking that as admitted, it seems that we cannot deviate from the principle of the arbitrators themselves deciding as to who shall be the umpire?—I do not see that the two cases are connected. I do not see that it militates against the principle that the umpire should be named by another party.

3944. *Chairman.*] Have you any practical knowledge with regard to the difference in the expense of engine power to a heavy and a light train?—I believe the difference to be small.

3945. It is a fair thing, is it not, to charge the Post-office with their share of engine power without regard to the weight of the train?—Yes, I think it is; the difference would be so insignificant, considering all the chances of arbitration, that it would be hardly worth while to take it into account.

3946. The difficulty of coming to any defined principle is with regard to the capital embarked in the railway, and the general expense?—Yes, but the railway companies also object to any deduction from the charge for locomotive power. They say the train is run solely on account of the Post-office, and they object to any deduction being made on account of the passengers that may go by the train; they object to a portion of the expense of engine power being charged against the passengers, and they claim to take the whole benefit of the fares of any passengers; whereas, on the other hand, the Post-office arbitrator says those passengers' fares are taken for locomotive power in part, and the part of the fare taken for that we have a right to take from the whole charge for locomotive power.

3947. Mr. *Egerton.*] Must not the expense of coke vary very much upon different parts of the line?—The resistance will vary, and the expense will vary with it.

3948. Of course the article of coke must vary very much?—Yes, on parts of the line, and when the load is very heavy, they must burn more coke per mile.

3949. Mr. *Liddell.*] Is there any allowance made for greater wear and tear in running trains above a given speed?—No, because the Post-office cannot order a speed greater than that of the first-class trains of the company.

3950. The company do not calculate any greater wear and tear than in running their first-class trains?—If you take the cost at which the engines are worked, you will find that engines running with the passenger trains cost less per mile than those which are running with the goods trains; and therefore it is very fair to assume that in deducing the price of locomotive power from the whole of the expenditure for it, you are giving the full price against the Post-office for the engines they require.

3951. *Chairman.*] Is it not the fact, that in almost all arbitrations the question of speed is mentioned by both sides as an item of calculation?—I do not remember that.

2952. The wear and tear in going 40 miles an hour is certainly greater than that in going 25 miles an hour?—Yes.

3953. Mr. *Milner.*] Stoppages cause great wear and tear, do they not?—I have no doubt it is so; and that the faster the engine runs the greater the wear and tear; but the running speed, I believe, of the quickest trains and the slow trains does not materially differ. Slow trains stop oftener, and lose time in stopping.

3954. *Chairman.*] As you take the number of miles run by their engines on the line, whether they be attached to passenger trains or goods trains, it would not be quite a fair calculation with regard to those attached to passenger trains to put them at the average expense of the whole engine service?—I think that it is not against the company to do so; I think it is against the Post-office to do so; I think it is against the Post-office not to distinguish between the goods and passenger engines.

3955. Why?—Because the working expenses of goods engines per mile is greater than the expense of passenger trains per mile.

3956. Mr. *Liddell.*] Is not the consumption of fuel slower in a slow train than in a fast one?—The consumption of fuel in heavy goods trains is considerably more per mile than in rapid passenger trains.

3957. Does not the consumption depend upon the rapidity, and, consequently, the greater draught caused by the speed of the passage through the air?—They will only use fuel enough to raise the steam that they require to do their work.

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3958. Mr. *Milner.*] Frequent stoppages cause more fuel to be used, do they not?—I think probably they would affect it slightly; the consumption would vary with the time, and also with the weight.

3959. Mr. *J. MacGregor.*] It is some years since you acted as arbitrator?—Yes; about seven years.

3960. You are speaking historically of these affairs?—Yes; but I believe that what I have said is correct.

3961. Mr. *Liddell.*] You mentioned, did you not, that you were not, when called in to act as umpire, willing to admit any claim on account of the railway company for interrupting the traffic; did you not find that that was generally urged very strongly by the railway companies?—I do not now remember a case in which it was.

3962. Mr. *J. MacGregor.*] You are aware that there is a degree of competition going on between the Post-office and the railway companies as to the services that they mutually rendered to the public, and that the Post-office has become a greater competitor than before with the railway companies as to the carriage of parcels?—I have observed that from Captain Huish's evidence.

3963. That is an important element, is it not, to be considered by arbitrators who are attempting to settle the remuneration that the companies are to receive from the Post-office for the mail bags?—I never had to deal with that question as an arbitrator; they were not then carrying parcels.

3964. You heard, did you not, the evidence given by Mr. Charles Knight?—Yes, in part, I did. It was not easily heard.

3965. You would admit that that would be an element for consideration in fixing the amount of an award?—It is very difficult to say how far it ought to affect the decision. When I read Captain Huish's evidence, it came into my mind that it had completely altered the position of the Post-office as to the railways; but on considering that the price at which the Post-office carries parcels is nearly 300 *l.* a ton, it hardly appeared to be commercial competition; nevertheless, I do think that it alters the position of the Post-office; and the more so, as they carry books for about 56 *l.* per ton.

3966. *Chairman.*] You think that the parcel question has that effect?—Yes.

3967. Mr. *Egerton.*] You think that that is an element to be taken into consideration in all arbitrations?—I do.

3968. Mr. *J. MacGregor.*] With regard to those constants which you have stated you have introduced into the consideration of questions between the Post-office and the railway companies in your late arbitrations, you gave the Committee a description of the principle on which you acted when you took a case into consideration; so much interest for capital, so much on borrowed money, rent, and branch lines, cost of maintenance, and so forth?—Yes; I read from the statement put before the umpire in the Great Western case.

3969. Had you conferred with Mr. Robert Stephenson upon these particulars?—No.

3970. This view of yours was adopted subsequently to the arbitration on which you sat with him?—It was adopted subsequently to the arbitration that we held together for the London and Birmingham Railway, before the Railway Mails Act was passed; but before using the figures referred to I had met with Mr. Robert Stephenson in more than one arbitration, and differed from him in more than one arbitration, and we had put our statements before the umpire, in which I had adopted the same principle; therefore he knows that principle, though he did not agree to it. The award, that was made before the Railway Mails Act, was published in some of the Post-office papers.

3971. *Chairman.*] Are you cognisant of any occasions on which the Post-office has upset the decisions of the umpires?—I only know of one, and that is the one that Mr. Saunders alluded to, the case of the Great Western. But so far from the Post-office upsetting awards on technical grounds, or their having been upset either by the Post-office or the arbitrator, I can give you instances to the contrary. I remember one case, and I think there have been more, in which, after the umpire had made his decision, a binding decision, he has written to express a wish to increase the charge to the Post-office, and when that wish was forwarded to the Post-office, they adopted it, and did not try to evade it in any way. In one instance, and it at the same time refers to a case mentioned by Mr. Saunders, the umpire did not make his award within the time. His award was not a low

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one, but a high one, decidedly; but no attempt was made to upset it. He was written to (I wrote the letter), to say, that the award as it stood was illegal; it was informal in more than one point, and it was desirable that it should be made right, and if he would name any friend of his own, we would appoint him as umpire, in order that his award might be made legal by his friend. It was Lord James Stuart to whom Mr. Saunders refers as having been misled when selecting him as an umpire. In that case, Lord James Stuart did not make an award, that is to say, when he sent me the award, it was too late, and then we asked him to name a friend; he named Mr. Gibson Craig, and the award on which the Post-office acted was Mr. Gibson Craig's award.

3972. Mr. *Egerton.*] Is there no power given to enlarge the time for making the award?—No. I am inclined to think that that question was referred for legal opinion, and we were told that it was not. When there is a real intention on the part of the umpire to make an award, there is no reason why he should be stopped by want of time. I remember one very strong case. The arbitrator for a company never sent me a copy of his statement. The time was going on, and I thought it right to send word to the umpire that I had not yet seen the statement on the opposite side, but the time expired before I got the statement, and he could hear that I had seen it, and he did not make an award.

3973. It has been your habit on all occasions to show your own statement to the other arbitrator?—Yes; the same post that took my statement to the umpire has taken it to the company's arbitrator, or the following post.

3974. Mr. *J. MacGregor.*] There has been only one case in which much delay took place in appointing the umpire?—None occurs to me, except that of Mr. Brunel, in the Great Western case.

Major *John Williams*, called in; and Examined.

Major *J. Williams.*

3975. *Chairman.*] YOU are acting now generally as arbitrator for the Post-office, are you not?—Yes, and I act upon the principle which Major Harness has explained and adopted; I follow quite the principle that Major Harness has explained, that is, to consider the railway companies both as carriers and as proprietors of the railroad, and then to proceed to divide the charges into locomotive power, the toll, and the hire of the carriage, precisely in the way that Major Harness has explained to the Committee. I have made some modification in the estimate; that modification is this: Major Harness took the maximum traffic after adding the several sums together; I, on the contrary, have taken the actual traffic of the line whenever I could ascertain it, or I have taken what I considered the average traffic on the railway, the average business.

3976. Where Major Harness has taken the maximum traffic, as he has stated, at one train per half-hour, you have taken the actual traffic along the line, calculating the trains in existence at the time of the arbitration?—Yes, allowing five per cent. upon the capital invested upon the line.

3977. Instead of 10, as Major Harness has done?—Yes.

3978. Will you make any suggestion to the Committee that you think right, as to the alteration of the present system of conducting arbitrations?—I think that the alteration that is most desirable, is in the appointment of the umpire; in my experience, the great difficulty which we have had in conducting arbitrations, has been in the arbitrators agreeing upon the umpire. Perhaps the Committee will allow me to make a remark as to Mr. Saunders's observations; he, I think, stated that the Post-office arbitrator had resolutely refused any but Government officers as arbitrators, and he considered that that was a cause of the delay which took place in the arbitration. I think it right to state that I have here a memorandum made on the 9th of September 1850, in which I proposed to Mr. Saunders to employ a professional gentleman as an umpire, meaning that I was willing to take any barrister that we could agree upon; and subsequently, on the 29th of July 1851, I addressed a note to Mr. Saunders, in which I proposed to leave the nomination of the umpire either to the Lord Chief Justice, or to one of the Judges, therefore I think it can scarcely be said that I resolutely adhere to gentlemen in Government offices. I may mention that in the case of an Irish arbitration where we had great difficulty in agreeing upon the umpire, the arbitrators agreed to write to the Lord Chancellor, and leave it to him; he nominated an umpire, we agreed, and the arbitration was at once concluded.

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3979. Mr. *Egerton.*] Was he a professional gentleman?—Yes.

3980. You have to pay in those cases?—Yes.

3981. When you get non-professional gentlemen, their services are rendered gratuitously?—They are honorary.

3982. *Chairman.*] Would you at once refer it to a Judge to appoint an umpire?—Not, I think, till it became apparent that the arbitrators could not agree upon the umpire.

3983. You would suggest that the arbitrators should proceed, as they now do, in nominating the umpire?—Yes; and after the lapse of a certain number of days, if they did not agree, then it should be left to a Judge.

3984. Do you think that that would make it the interest of both parties to agree upon an umpire?—I cannot say that. It would be the means of extricating the arbitrators from being without an umpire for so long.

3985. Have you observed, in your arbitrations with railway companies, any principle that has been adopted by their arbitrators in calculating the sum to be paid for the Post-office service?—I think generally it is the principle which Major Harness has explained, to divide the interest upon the lines by train, and say there are so many trains, and have each train loaded with a certain interest on the capital expended on the line, and also with charges for locomotive power, attendants, and the whole half-yearly expenses, and dividing it by train, causes a great difference in the estimates. I have here some of the estimates that have been placed before the umpires. In one case the Post-office arbitrator's estimate was 1*s.* 8*d.* per mile, and the company's arbitrator's estimate was 12*s.* 10*d.*; that was in the case of the North Union Company. I merely mention this to show the discrepancies between the estimates of the company's arbitrators and the Post-office arbitrators.

3986. Was that an estimate of the return per train of the earnings upon the line, or of the amount that was to be paid?—The amount claimed by the company's arbitrator.

3987. He claimed 12*s.* 10*d.* against 1*s.* 8*d.*?—Yes.

3988. When was that?—I think about a year ago.

3989. Mr. *Liddell.*] Were there any peculiar circumstances attending that; was it a train asked for at a very peculiar and inconvenient time?—There were two trains in each direction; two despatches, I think, in the day, and two in the night.

3990. *Chairman.*] This 12*s.* 10*d.* was not for any particular train?—No; it was for all the trains.

3991. For four trains at 12*s.* 10*d.* a mile each?—Yes.

3992. Can you give the Committee any information as to the grounds upon which that claim was made?—It was obtained in the way I have mentioned, by getting so much per mile per train, for tolls, and so much for the expenses of running the train.

3993. Is that the North Union line in Lancashire?—Yes.

3994. Can you give the Committee the details of the calculation?—I have not them here, but I have them at home.

3995. Mr. *J. MacGregor.*] What was the issue of that; what did the umpire decide was to be paid?—Three shillings.

3996. Have you any other cases?—I have another or two, but not with me. I think in one case the demand was 9*s.* per mile, and the estimate that I made was 2*s.* 3*d.*

3997. What was the decision?—Three shillings and sixpence.

3998. *Chairman.*] What is the highest award that you know of per mile within a few years?—I have known it 5*s.*

3999. In what case?—In the case of the Great Southern and Western in Ireland.

4000. But upon English lines, what has it been?—Three shillings and sixpence.

4001. Mr. *Egerton.*] Is that upon more than one line?—Yes, I have known 3*s.* 6*d.* upon more than one line.

4002. Mr. *Milner.*] Is not the York and Berwick 3*s.* 6*d.*?—Two shillings and sixpence.

4003. *Chairman.*] Are there any instances within your knowledge, in which the trains are exclusively devoted to the Post-office service?—There have been some exclusively devoted.

4004. Can you give an instance?—In Scotland on Sundays; also there is the instance of the Maryport and Carlisle, and Whitehaven Junction, in which the mail train for a certain time took no passengers. It was exclusively a Post-office train.

4005. Mr. *Liddell.*] What was the award for that service?—The demand of the Company was 2*s.* 6*d.* per mile.

4006. Mr. *MacGregor.*] In the Whitehaven case you settled it without appointing an umpire?—Yes; In the Maryport and Carlisle it had been settled I believe by Mr. Aglionby, and his award was taken as the basis of the Whitehaven Junction arrangement.

4007. But taken by your own consent?—In the case of the Whitehaven Junction it was; not in the Maryport and Carlisle.

4008. Still you adopted it in the other case by consent?—Yes.

4009. *Chairman.*] Can you give any other instances?—Yes, the North British Railway despatched a train at five in the morning from Edinburgh to Berwick, and their demand was 2*s.* 6*d.* per mile.

4010. Were there no passengers?—None; it was a Sunday train, and no passengers were taken by it; at least it was represented so by the company.

4011. Is it not the case that now that custom has rather changed in Scotland?—I believe very much so.

4012. And passengers do go on Sunday?—Yes.

4013. When did that case occur in which 12*s.* 10*d.* was demanded?—Last year, I think.

4014. Was that the North Union case?—Yes, I think so.

4015. I understood that it was four years ago?—Yes, it was, I remember now.

4016. In the south of England, have you known any cases of special trains in which no allowance has been made for passengers?—Except I think at present the South-Western Company; when the India mail arrives at Southampton, they despatch a train from Southampton to London for 3*s.* 6*d.* a mile.

4017. What is the largest sum that you have heard awarded for the conveyance of a guard, and an imperial outside?—I think I have agreed for 2½*d.* with my co-arbitrator; I think in the Maryport and Carlisle Railway I agreed with my co-arbitrator for 2½*d.*; I have known 2½*d.* awarded, and I think I have known less than that awarded.

4018. For inside and second-class carriage in a train, which answered the purposes of the traffic of the company, about what has been the sum awarded?—It would differ very materially; I should say 6*d.*

4019. Do you mention that as the lowest?—I think it is about the lowest; it would be difficult to say; it has varied very much.

4020. About what has been the variance?—I think it would probably vary from 2*s.* 6*d.* to 2*s.*

4021. Where the Post-office service did not interfere with the company's general traffic?—Yes.

4022. Mr. *Milner.*] Can you state whether, when the South-Western Company send up a special train with their Indian mail, they carry any passengers who arrive by that mail?—I understand none.

4023. *Chairman.*] Take an inside and second-class carriage, you say that the two extremes are 2*s.* 6*d.* and 6*d.*?—Yes; that is to say, according to the awards they would be so.

4024. Can you mention any particular award in which as much as 2*s.* 6*d.* has been paid for an inside and second-class carriage?—I can mention the case of an award in which 3*s.* 6*d.* per mile was paid for one seat in the carriage; the guard's seat.

4025. In a train that did not interfere with the passenger traffic?—There were three day trains and one night train, and the average sum awarded for the trains was 3*s.* 6*d.*

4026. The average of the whole?—Yes; three day trains, and one train leaving Exeter at four o'clock in the morning. Now it has been stated that the Post-office arbitrator takes the receipts of the trains, with the view of showing that if the trains are very large indeed, the Post-office should pay nothing for the conveyance of the mails; but that is a wrong motive, because the receipts of the trains are only given with the view of meeting the argument often put forward by the railway company that the train is inconvenient to the railway traffic, and that they would not despatch that train if it were not for the Post-office require-

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ments, and the only answer that the Post-office arbitrator has is, "Look at the receipts of the trains," that they may be taken as a fair index that the train is convenient or not convenient to the public, and that has been the object in demanding the receipts of the trains.

4027. Is there any other mode in which you could judge whether it is convenient to the traffic of the company?—I think neither the Post-office nor the arbitrator has any other means of information.

4028. Nor the umpire?—I see no other.

4029. Mr. *J. MacGregor.*] I do not gather from you, that you have any objection to the principle of arbitration, nor that the appointment of an umpire has occasioned more difficulty than might naturally be expected, where there are conflicting views?—No; I think that the system of arbitration is a fair one. I do not think that one would have anticipated the great delays in the appointment of umpires that have taken place.

4030. Are they not entirely exceptional cases?—Yes, they are.

4031. In the particular case of the North Union Railway, I understand that the award to which you referred has been subsequently opened?—Yes.

4032. And a new decision given?—Yes.

4033. Do you remember the result of the last decision?—It was 3 *s.* 6 *d.* per mile.

4034. For which formerly 3 *s.* had been awarded?—Yes.

4035. So that the new arbitration has increased the charge?—It has.

4036. Were the Post-office authorities the cause of the former award being opened?—They were; I think so.

4037. They thought it too much?—Yes, but the former award had been under operation some time.

4038. Do you happen to know that it was reopened at their instance, and that upon going to a fresh arbitration, the charge was increased?—Yes.

4039. Treating then the delay in the appointment of umpires as entirely exceptional, you do not press the suggestion that an official umpire should be appointed?—No; I think, of course, in must be the interest of the railway to terminate the arbitration as soon as possible, therefore the Post-office, in proposing this, are promoting the interests of the railway rather than their own.

4040. Mr. *Liddell.*] In the event of a very long period elapsing from different causes, the choice of the umpire, and so on, and the arbitration pending for some four years, has it not occurred to you that it is very hard upon the railways that their expenses should be going on all the time, and that they should be conveying the mails without any payment during the whole of that time?—Yes, I think it seems a hardship, certainly.

4041. Mr. *Egerton.*] Have you taken into consideration the question of parcels?—No, I have not, beyond this, as it adds to the gross weight of the mails.

4042. Do not you think that that is a fair matter to be taken into consideration, the amount of injury done to the railway?—Yes. It was one that I did not feel competent to go into.

4043. Has it not been a great source of difference?—Yes, certainly. I mean to say that the companies have always put forward a claim for parcels in the last three or four years, and I do look upon it as a great cause of difference.

4044. Have you not been met upon their part by this, that the companies have been treated unfairly by the Post-office.

4045. Have they not insisted upon that being taken into consideration?—Yes; but I have not seen any absolute sum put down.

4046. No return has ever been made to you of the actual loss?—None.

4047. You say that you have never considered that question yourself in making any award?—Excepting as adding to the gross weight of the mail bags.

4048. You have not taken into consideration the actual loss to the company by the Post-office entering into competition in a fruitful business with the railway company?—No.

Jovis, 29° die Junii, 1854.

MEMBERS PRESENT.

Mr. J. W. Patten.	Mr. MacGregor.
Mr. Fortescue.	Mr. Thompson.
Mr. Liddell.	Mr. Egerton.
Mr. Hamilton.	Mr. Milner.
Mr. Wilson.	

J. WILSON PATTEN, Esq., IN THE CHAIR.

Mr. *Joshua Fishbourne*, called in; and Examined.

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4049. *Chairman.*] I BELIEVE you are a Railway Agent?—Yes.

4050. And you reside in Dublin?—Yes.

4051. Mr. *Hamilton.*] From the nature of your business, you are generally acquainted with Ireland, are you not, and the different modes of railway communications there, including the postal communications?—Yes; and I have contracted with the Post-office to a great extent also.

4052. Do you think the postal arrangements at present, in and out of Dublin, are well arranged with a view to giving the public the greatest possible advantage?—I was in Cork and Waterford the other day, when a complaint was made that they had not the same advantage as they have seen the Belfast people get.

4053. Can you state whether the arrangements that have been recently made by the Post-office, with reference to the postal communication with the north of Ireland, are considered satisfactory?—Yes; because they get their through letters now, in Belfast, before the bank closes; consequently they are able to act upon them, and to send a reply back by the night mail, and the day mail does not leave until 11.45 a.m., which enables them to reply to the night mail letters; thus affording two mails and replies to both by return, affording time to transact business in both cases.

4054. You are not aware of any complaints existing with reference to the north of Ireland?—No. I was in Belfast after that arrangement was made, and they seemed to be very well pleased with it.

4055. Do you apply that observation to the commercial towns generally in the north of Ireland?—Yes.

4056. Then the improvements that you have to suggest have reference only to the south of Ireland?—Yes.

4057. Will you state what inconveniences you believe to exist at present?—The mail, at present, arrives at the terminus at Cork at half-past four in the afternoon, but it is not distributed, I should say, in the city until a quarter-past five, or about that time; consequently all places of business are shut, and the letters brought by that mail cannot be acted upon that day. The day mail also leaves the following morning before they can be acted on; so that a letter going down by the night mail, 12 hours later, is in Cork to be acted on at the same time.

4058. Does the same inconvenience exist with reference to any other of the commercial towns in the south?—Yes, at Limerick, Clonmel, and Waterford, for instance.

4059. Will you state the hour at which the mail from Dublin arrives at the three towns you have named: Clonmel, Waterford, and Limerick?—As well as I can recollect, it arrives between three and four in the afternoon.

4060. What is the usual time for the closing of the banking business?—Three o'clock.

4061. Will you state what time a letter delivered at either of those four large towns, Limerick, Cork, Clonmel, and Waterford, can be answered?—Not until the following night, if you have to do much business on it.

4062. What suggestion have you to make with a view to obviate that inconvenience?—I think that if that mail were sent out of Dublin about the same hour that the Belfast mail goes, or at eight o'clock, and if the Post-office would strike

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a few of their towns off, with a view to see if they could get the mail a little accelerated, it would materially benefit the postal arrangement in Cork.

4063. When was the alteration made with reference to the north, which has given so much satisfaction?—I think about the 31st of May last.

4064. Are you aware whether any application was made to the Post-office, or are you aware why the same alterations were not at that time made with reference to the south?—I did not hear that there were any applications; I believe that the Belfast arrangement was made in consequence of an application.

4065. Can you state when the mail leaves Dublin and when it arrives at Belfast?—Letters are delivered in Belfast now before the close of the bank.

4066. What time do they leave Dublin?—At 20 minutes past eight in the morning, I think.

4067. What time do they reach Belfast?—At 1.35 p.m.

4068. And when are they distributed?—Before the bank closes; consequently the reply can come up by the night mail of the same day, and heretofore the reply could not come up until the following night, because the day mail came away before the bank opened; but by the new arrangement the day mail does not leave Belfast until 11.45 a.m., which, as I stated before, enables them to reply after doing bank business.

4069. So that, until this alteration was made, the inconvenience with regard to the north was precisely what it now is with regard to the south?—Yes.

4070. What is the time of the arrival of the mail at Belfast?—A little before two.

4071. That is an hour before banking hours are over?—Yes; the Belfast people told me it was purposely arranged to give them an opportunity of doing banking business after the arrival of the mails.

4072. Mr. *Egerton.*] And how long is it after the arrival of the mail before the letters are delivered?—A very short time.

4073. You say banking hours close at three?—Yes.

4074. And the mail arrives a little before two?—Yes.

4075. Have they time to deliver the letters then?—Yes; that is done very quickly.

4076. Mr. *Hamilton.*] Can you state the difference in the distance between Dublin and Belfast and Dublin and Limerick, or Cork?—I think Belfast, Clonmel, and Waterford are very nearly the same distances as Belfast from Dublin; I think Belfast is 112 miles from Dublin, and the others are about 130 miles.

4077. How far is Cork?—Cork is 164 miles; that is the reason why I suggested that, if possible, it would be desirable to accelerate that train, and get rid of some of the stations.

4078. Do you think that, if the mail for Dublin from Cork were started at the same time that the mail starts for Belfast, the same convenience could, by a slight acceleration, be afforded to Cork that is now afforded to Belfast?—I think so; they stop at nearly every station now on the Southern and Western Railway to do Post-office work.

4079. Would that arrangement also afford an opportunity of sending the English letters to the south?—Yes; the five o'clock express from London, which brings the Liverpool and Manchester letters, gets in in time for the first train on the Kingstown line at six o'clock in the morning; but I would strongly recommend this mail should arrive at the Dublin Post at an earlier hour than 6.30 a.m., as if it did the letters could go out for delivery with the Irish delivery.

4080. I need not ask whether the postal communication between the four towns you have named, and Dublin, as well as with England, is not of very great public importance?—It is.

4081. Are you aware of any complaints having been made as regards the mails in the country, especially those in the neighbourhood of Carlow, Kilkenny, and Ross?—Yes; there have been a great number of complaints made there as to the cross posts; but I believe there has been an arrangement made lately with the Great Southern and Western Railway, by which they carry an evening bag by one of their passenger trains, and that does away with a good deal of that complaint, and I believe they are going to extend that arrangement; so, at least, I have heard. (Mr. *Page.*) There is an arrangement of that kind in contemplation, but I am not aware that it has been carried out. (*The Witness*). There is a bag carried at present between Kilkenny and Kildare by the afternoon passenger train,

train, which puts the south of that district in connection with the Cork and Kerry district. Mr. *J. Fishbourne.*

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4082. Mr. *Hamilton.*] Can you suggest any plan by which the letters for the county of Kerry would be delivered earlier in Tralee, and a later despatch arranged?—There are a good many sorting offices on the way, and it would be desirable, I think, that, if possible, they should be done away with; they take half an hour at every sorting office; there is a sorting at Skibbereen, a sorting at Bandon, and a sorting in Cork; I think that takes three half-hours.

4083. Mr. *Egerton.*] What is the distance from Skibbereen to Cork?—I I think about fifty-five English miles.

4084. Skibbereen forms the centre of a large district, does it not?—Yes; now if that sorting could be at all got over on the railway while they are running, as they do in England, I think it would be a great advantage.

4085. *Chairman.*] There is no travelling post-office on the Irish railways, is there?—No, there is not; there is a whole van, I know, appropriated at present to the Post-office on the Great Southern and Western Railway, and if that could be converted into a sorting office, as is the case on the London and North-Western Railway, it would save some of the time that is lost in the sorting offices. If the work were done in that way, instead of in the post-office, there would be three half hours saved in the morning, and three in the evening.

4086. Is it the case on all the lines in Ireland that there is no travelling post-office?—I cannot speak as to any line except the Great Southern and Western; I am not directly connected with any other. (Mr. *Hill.*) There is no travelling post-office in Ireland.

4087. Mr. *Egerton* (*to the Witness*).] But you know there is a van appropriated to the Post-office?—Yes, on the Great Southern there is a van appropriated to the Post-office, which has no other use made of it. It is in compartments; and I do not apprehend that there would be any great difficulty in establishing a travelling post-office there. If that could be done, and if the sorting offices could be done away with, it would, I think, be advantageous. After the arrival of the mail in Cork, in the morning for instance, it takes some 10 or 15 minutes to go down to the post-office with the bags; that could not be done away with very well. There is, besides that, half an hour for sorting the letters; and then some of the mails stop again for sorting, I think, at Bandon.

4088. Your suggestion is, that the postal communication in Ireland might be considerably improved by establishing post-office sorting bags?—I think so. It is for the Post-office to say whether the service could be so carried on or not; but it would appear to me that what is done on this side of the water ought to be done on that.

4089. I asked you with reference to improving the communication with Tralee?—The very same thing would occur there. After the arrival of the mail at Mallow, where it leaves the Great Southern and Western, it goes to the post-office there, which takes ten minutes, and then there is half an hour to sorting, so that the mail does not leave Mallow on its road for Killarney and Tralee till 40 minutes after the arrival of the train; and then there is another sorting takes place in Killarney for the mails round there, and another sorting, I think, in Tralee.

4090. When Captain Huish was in Ireland he had some communications, I believe, with you, with reference to certain alterations as regards the postal communication between England and Ireland?—Yes, he took a great deal of trouble to make himself master of the subject as well as he could; and he seemed to think that, by an acceleration, there could be a regular two-day communication between England and Ireland; that is, a communication of a more perfect nature than the present one, morning and evening. At present, they both leave London in the afternoon.

4091. Are there complaints made in Ireland with reference to the manner in which the English mails are now conveyed to Ireland or delayed in Dublin?—The letters from the south, that come into Dublin in the morning, come in, I think, between four and five, or between half-past four and half-past five. I think half-past four is the earliest arrival, and half-past five is the latest; and those letters do do not cross the Channel till one o'clock.

4092. *Chairman.*] Do you mean they arrive at Holyhead at half-past four?—In Dublin, at the General Post-office. They arrive from the Great Southern and

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Western line, I think, about half-past four, from the Drogheda line at five, and from the Midland at half-past five.

4093. Mr. *Hamilton.*] They remain in Dublin till one?—Yes, and there is another point which I should mention connected with all the mails. The train that comes farthest, the Great Southern and Western, comes in first; I think that if it came in last, it would give the country farthest away from Dublin a little more time. There are four arrivals of mails at present each morning at the General Post-office, Dublin; three by railway, and one by steam packet. The first that arrives is the Great Southern and Western from Cork, at 4.30 a.m.; the second is the Midland from Galway, at 5.15 a.m.; the third is at 5.20 a.m., from Belfast; the fourth from England at 6.30 a.m. I would suggest that the first that arrives in at 4.30 a.m. could be made 5 a.m., this would give half an hour more accommodation for reply; and the mail of the Midland Railway that comes into Dublin at 5.15 a.m., could come in at 4.30 a.m., as it comes a very short line.

4094. Does the delay in Dublin from four o'clock until one, materially affect the postal communication with Liverpool and the manufacturing districts of England for practical purposes?—It just comes to the point whether, starting at eight in the morning from Kingstown, there could be a delivery effected in Manchester and Liverpool that day; if not, I do not see that it is any inconvenience at all.

4095. Can you state, having reference to the ordinary time of communication, whether, if the mails were despatched at eight o'clock from Dublin for Holyhead, there could be a delivery at Liverpool and Manchester in time for business on the same day?—It would be a very close thing; so close, that it would not, I think, be satisfactory.

4096. What suggestion have you to offer with reference to the improvement of the postal communication with Ireland?—I think that, if Captain Huish's plan could be carried out, it would be a great improvement.

4097. *Chairman.*] You are alluding now to his plan of sorting the letters?—If the English mail could be got into Dublin somewhere about seven in the afternoon, and if it were to go away with the mails of that night out of Dublin, that is the plan that he struck out when he was in Ireland.

4098. Mr. *Hamilton.*] Have you read the evidence he has given before this Committee?—I have; I partly knew what it would be before I saw it, because I was with him all the time he was in Ireland.

4099. Mr. *Egerton.*] Were you examined last year before Mr. Herbert's Committee?—No.

4100. Mr. *Hamilton.*] Do you agree with the suggestions made by Captain Huish, as contained in that evidence?—Yes; he seems to think it practicable, and he ought to know.

4101. *Chairman.*] When you say the mails ought to arrive in Dublin at seven in the afternoon, and go the same evening to the different parts of Ireland, you mean they ought to go by the out mail from Dublin the same afternoon?—Yes, by the out night mail.

4102. What time would that mail have to leave London?—I think Captain Huish stated, that it would have to leave London about half-past eight in the morning.

4103. What time do you understand the last mail to leave London for Dublin previous to that?—I think it leaves at 45 minutes past eight in the afternoon.

4104. Then by your suggestion, the public would gain nothing in the despatch of letters from Dublin?—Except the through letters; and they could take up the post (which is one of Captain Huish's plans), either at Chester or Crewe, for Manchester and Liverpool; the correspondence between those places and Ireland is very considerable.

4105. Mr. *Liddell.*] How do you define a through letter to Ireland; do you mean a letter that goes to the farthest extremity of communication, or only to Dublin?—What I mean by a through letter, is a letter that comes by the mail into London in the morning, and passes on.

4106. Mr. *Egerton.*] A letter from Southampton you would call a through letter?—Yes.

4107. That is, with reference to its arrival in London?—Yes.

Mr. *Edward Page*, called in; and further Examined.

4108. *Chairman.*] HAVE you looked at the evidence given by Mr. Herbert, a Member of this House, who states that great inconvenience is felt at Mallow, in the county of Kerry, from the present postal arrangements?—I have read that evidence.

4109. Have you any remarks to make upon it?—I am anxious to mention, as it to some extent sets the question at rest, and also answers the observations made by the previous witness, Mr. Fishbourne, that Lord Canning has adopted the suggestion of Mr. Herbert, by applying to the Great Southern and Western Company for an acceleration of the speed of the night mail train between Dublin and Cork. If that measure should be carried out, not only Tralee, but all the other places in the south of Ireland, served from the Great Southern and Western line, will share in the benefit of the acceleration; and if the speed should be increased, as we hope it will be, up to 27 miles an hour, including stoppages, there will be a gain at Mallow, from which Killarney and Tralee are served, and at all places served from that station, of about 50 minutes in the arrival from Dublin, and about 35 minutes in the despatch to Dublin, which is equivalent to a gain upon the whole of nearly an hour and a half in the interval for reply. The same observation will apply to the places served from Cork, but the gain in the interval will, at these places, somewhat exceed that which I have named at Mallow. I may also mention, as it answers Mr. Fishbourne's remarks, that Lord Canning has also under consideration, and intends to carry it out, if possible, the proposition of establishing a travelling post-office on the Great Southern and Western line, which will save a great portion of the intervals now consumed by the sorting which takes place at the forward offices.

4110. The remarks you have just made apply also, do they not, to the evidence of Lord Bernard?—To a great extent they do; Bandon and Skibbereen being served from Cork will also gain the advantage of the time saved between Dublin and Cork; and they will also gain by the travelling office in the event of the sorting at Cork being rendered unnecessary, which will probably be the case.

4111. The last witness stated that in the three sorting offices he named, Bandon, Skibbereen, and Cork, 20 minutes are allowed?—I cannot speak as to the exact time allowed; but I believe the witness is correct in stating that there is a sorting at Cork, another at Bandon, and another at Skibbereen.

4112. If that system is abandoned in consequence of the establishment of a travelling post-office, that of itself would give an hour?—But the whole of that system would not be abandoned; the sorting only at Cork would be avoided, and that, if I remember correctly, occupies about three quarters of an hour.

4113. Why would not the sorting at Skibbereen and at Bandon be avoided?—Because the places for which the sorting is done at those offices are sub-post towns, for which Dublin could not make up direct bags according to the present arrangements.

4114. Then you maintain that only 20 minutes would be saved by avoiding the sorting?—No; somewhat more than that; nearly three quarters of an hour, for I believe that that is the time now consumed in sorting at Cork; three quarters of an hour in each direction.

4115. The evidence is, that it occupies 20 minutes?—I believe it to be about three quarters of an hour.

4116. The present rate of travelling to Cork being not 22 miles an hour, you proposing that the speed should be accelerated to 27 miles an hour, and it being 164 miles between Dublin and Cork, it appears at first sight, does it not, that there will be more gained than the time you mention?—I have not reckoned the gain at Cork, but I have at Mallow, and on the down journey it would be 50 minutes. I imagine the gain at Cork would be about an hour; that would be in addition to the gain by avoiding the sorting at Cork.

4117. It will be altogether nearly two hours in each direction, in fact?—Yes; I have just reckoned the gain at Cork would be about 54 minutes by the increase of speed.

4118. Mr. *Hamilton.*] Has the subject of starting a morning mail from Dublin to Cork, and the other towns alluded to by the last witness, and of accelerating the morning mail, been considered by the Post-office?—It has lately been taken into consideration, in consequence of an application from the inhabitants of Cork;

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and the Postmaster-general is in communication now with the officers of the Post-office in Ireland, with a view to arranging that the day mail to Cork shall leave, if possible, at the same time that the day mail to Belfast now leaves, namely, at half-past eight.

4119. The effect of that, if it can be carried out, would be to place the south of Ireland on the same satisfactory footing that the last witness has stated the north of Ireland to be on?—Yes; making allowance for the difference of distance.

4120. Mr. *Fortescue.*] The time of arrival must of course depend upon the distances?—Yes.

4121. Mr. *Hamilton.*] The inconvenience alluded to by the last witness with reference to the conveyance of letters from Carlow to Waterford is in the course of arrangement, is it not?—A mode of remedying the inconvenience has been suggested, and Lord Canning has authorised its being carried out; but I cannot say with certainty that it has as yet been carried out.

4122. Mr. *Egerton.*] Do you know what time by that arrangement they will get the mail into Cork?—That will depend on whether the speed of the train also is accelerated; the speed of the day mail train now does not quite come up to 27 miles an hour. If the train leaves an hour and a half earlier, that will make the arrival at Cork three o'clock in the afternoon, instead of half-past four; and if an increase of speed is practicable, it may get into Cork soon after half-past two.

4123. Mr. *Fortescue.*] To give Cork the same advantage as Belfast now has in the receipt of letters before business and banking hours are over, it would be necessary to accelerate the speed, would it not?—I do not think you can give that advantage to Cork, unless you attain a much higher speed than 27 miles an hour.

4124. *Chairman.*] Have you had any complaints to make in the Post-office, against the Irish Railway Companies, for irregularities in the time of their arrivals?—To the best of my recollection, generally speaking, the service is well and regularly performed in Ireland, but the speed is very low, and there is less difficulty in maintaining regularity there than there is England, on that account; the traffic also is less.

4125. Can you recollect the greatest speed at which any of the mails travel in Ireland?—I believe the greatest speed was between Dublin and Drogheda, by the day mail train. I think that speed used to be between 28 and 30 miles an hour, but I speak entirely from recollection. I believe that at the present time there is no train conveying mails in Ireland at a speed so high as 26 miles an hour, including stops.

4126. Have you had occasion to complain of the speed?—The Postmaster-general has more than once endeavoured to accelerate the speed of trains in Ireland; in some cases he has succeeded, and in others he has not.

4127. What answer has been made by the railway companies to the representations of the Postmaster-general on that head?—I connot recollect what objections there were. I know a suggestion was made to accelerate the speed between Dublin and Cork, and for some reason (I do not bear in mind what the reason was) the idea was at that time abandoned. Lord Bernard, it appears by his evidence, is anxious that the mail should be conveyed by the railway between Cork and Bandon, instead of by car; now it is right I should mention that Lord Hardwicke, when Postmaster-general in 1852, took that question into careful consideration, and found there were no ordinary passenger trains on that line at hours at all suitable for the night mail service. It appeared, therefore, that in order to place the mails on that line, the Company would have to set up trains specially for Post-office service. The cost of adopting that measure would have been, according to the terms offered by the Company, one shilling a mile; and deducting the saving which might have resulted from the diminution of the mail car service, the result would have been an increased expense of upwards of 600*l.* a year, which is a very large expenditure, considering the small benefit which would have been derived from the change. The benefit would have been small, for this reason: that the mails now reach Bandon and Kinsale by six in the morning, consequently you may fairly set those towns out of the question, as practically they could get no benefit from an earlier arrival. The benefit would therefore have been confined to the towns of Clonakilty, Rosscarbery, Skibbereen, Enniskean, Dunmanway, Drinoleague, and Bantry. I think the correspondence of those towns amounts to only about 5,000 letters a week. Lord Hardwicke did not, therefore, feel justified in sanctioning an arrangement which would have caused the

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the expense of the Post-office in this part of the country to have far exceeded the revenue derived from it. It is right I should also mention, that there has been a misconception on the part of the inhabitants of Bandon, as set forth in the memorial printed with the evidence. It is stated in that memorial, that the time consumed in obtaining a reply in London to a letter addressed to Bandon is six days. Now, that is not so; for a letter sent from London on, say, Monday evening, is delivered in Bandon on Wednesday morning, and a reply written the same day is delivered in London on Friday morning, which is equivalent to three and half days only.

4128. *Chairman.*] What is the hour at which the reply must leave Bandon?—Between five and six o'clock in the afternoon. The mail now arriving at Bandon at six o'clock in the morning, leaves a good available interval for reply.

4129. Is that by an arrangement recently made?—No; that arrangement has existed some time. A reply to a letter from Bandon to London can be received in the same time; and, even if you go beyond Bandon, at Bantry for instance, a reply to a letter written in London is receivable in four and a half days. The communication with that town consumes one day more as to the reply than with Bandon. The only other ground of complaint I have traced in the memorial from Bandon, is the want of a day mail. The question of giving a day mail to Bandon entirely depends upon the expense it would occasion. There is an ordinary train running; and if the company are prepared to give the use of that train for a moderate sum, the Postmaster-general would be willing to establish a day mail for Bandon; but according to the best estimate we can form, the letters now detained, which would be expedited, are very few, and would only warrant a mere nominal outlay.

4130. Does that observation apply to what the Postmaster-general would consider a just remuneration for services, or does it apply to what you would be subject to under the present system of arbitration?—I did not mean that the terms the company asked for the night mail were in themselves very unreasonable, but that the correspondence was so small that it would not warrant what might be only a reasonable remuneration under other circumstances.

4131. Mr. *MacGregor.*] You say that letters now reach Bandon and Kinsale at six o'clock in the morning; what time would they arrive if they were forwarded by railway from Cork?—If a special train were set up for the purpose, they would arrive before five in the morning instead of six.

4132. *Chairman.*] Some evidence has been given with regard to the delays which take place at Crewe; and it has been stated that, in consequence of the great number of bags which have to be sorted and distributed among the mails which separate there, the time allowed by the Post-office is not sufficient?—I have made some inquiries upon that subject; and I am informed that the mode of accomplishing the duty of transferring the bags is not quite so dilatory as it has been described to be by Captain Huish. For instance, the selecting one particular bag from a mass of letters, and diving down to the bottom of the mass for that purpose, occurs only in the event of a bag becoming misplaced. I admit that that frequently happens; but still it is the exception and not the rule. Admitting, however, as I do, that delays do occur in the Post-office business at Crewe, it is only right to state, that the necessity for transferring so many bags at that station is, to a great extent, caused by a large number of bags being placed in one carriage at Euston-square, which bags have to branch off at Crewe to Holyhead on the one side, and Manchester on the other; and that the necessity for transferring the bags in the way they are now transferred would not exist, if the Post-office had the use of an additional van or two between London and Crewe. There is a kind of general unpacking and repacking at Crewe, and a great part of that might be avoided if an additional van, or occasionally two vans, ran through from London to Crewe, in which vans bags for Ireland on one side, and for Manchester on the other, might be placed; and then you would have nothing to do but to detach that van or those vans at Crewe, and you would thereby avoid the delay which is caused to the Scotch train by unpacking and re-packing all these bags. I believe that suggestion has already been made, or is about to be made, to Captain Huish, and I have no doubt that, willing as he is to co-operate with the Post-office, and anxious as he is to do all he can to avoid these delays, it will meet with his ready assent; and in that case I have no doubt the delays of which he speaks will be almost entirely obviated.

4133. Mr. *Egerton.*] You say the Manchester and Holyhead letters are put

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into the same van ?—I say they might be, if an additional van were given. At present there are a certain number of vans in which the Irish and Mancherster bags are placed along with others, and owing to that circumstance, you have to rearrange them at Crewe. If you separated the Irish and Manchester letters from the Scotch in Euston-square, you would not have to separate them again at Crewe, and in that way you would save delay.

4134. Mr. *Liddell.*] Is there any limit as to the number of vans the Post-office have a right to ask the company to run with each train ?—No limit at all; but the larger the number of vans the Post-office require, the greater the necessity that will exist for limiting the traffic by the train.

4135. When once the award is fixed, the number of vans is unlimited ?—No; I misunderstood your question. My answer applied only to the London and North-Western Company.

4136. Is there any limit to the number of vans the Postmaster-general may demand ?—He may demand as many as he requires, but the payment will be dependent upon the number.

4137. *Chairman.*] The Postmaster-general cannot order an additional van to be put on under a notice in which he has only required one ?—No. He must then serve another notice, and that notice would entitle the company to alter the rate of payment.

4138. Mr. *Egerton.*] How many vans on an average leave Euston-square for all this service ?—Occasionally, on the lightest nights, only one van leaves Euston-square besides the travelling post-office; but on Friday nights there are sometimes three vans besides.

Rowland Hill, Esq., called in; and further Examined.

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4139. Mr. *Fortescue.*] HAVE you any observation to make on Question No. 2349, in Mr. Seymour Clarke's evidence, where his statement of the average delay, during the month of April, of the morning train from King's Cross in arriving at York, appears to differ from a statement made by you ?—Mr. Seymour Clarke states the average delay as 10 minutes; but we find that, according to his own figures, the average is 12 minutes and a fraction. We state the delay to be about a quarter of an hour upon an average. I cannot account for the difference between the two, unless it be this, which is probable: that Mr. Clarke takes the time of arrival at the ticket platform, whereas we take the time of arrival at the station. I may state, however, in general terms, that we find, on an examination of the working upon the Great Northern line, as compared to the working on the Midland and North-Western lines, that the superiority claimed by Mr. Clarke for the Great Northern is not borne out by the facts of the case. I have here a table showing the average lateness in the arrivals at Edinburgh of the Great Northern down night fast trains, the Midland down night mail, and the London and North-Western down night mails. It is taken for the months of October, November, and December 1853, founded upon the returns which are before the Committee. I find that the average lateness is as follows: in the month of October, by the Great Northern route, 35 minutes (I will drop the fractions); on the Midland route 22 minutes, and on the North-Western route 35 minutes; in the month of November the average lateness by the Great Northern route was 48 minutes, by the Midland 39, by the North-Western 33; in the month of December the average lateness by the Great Northern route was 43 minutes, by the Midland 63, and by the North-Western 63. We see, therefore, that in two of the months out of the three the lateness is greater by the Great Northern route than by either of the other two.

4140. The evidence you have just given is deduced, is it not, from tables which are already before the Committee ?—I believe that the data are before the Committee; but there is this peculiarity in the mode of calculating the averages, that we give no credit in cases where the train arrives before its time by either route; we simply consider that an arrival before the appointed time is an arrival at the appointed time.

[*The Witness handed in the following Papers:*]

TABLE showing the Average Lateness in the Arrival at *Edinburgh* of the Great Northern Down Night Fast Train, the Midland Down Night Mail, and the London and North-Western Down Night Mail, in October, November, and December, 1853.

OCTOBER.				NOVEMBER.				DECEMBER.			
DATE.	Lateness in the Arrival at Edinburgh.* Great Northern Down Night Fast Train.	Midland Down Night Mail.	London and North-Western Down Night Mail.	DATE.	Lateness in the Arrival at Edinburgh.* Great Northern Down Night Fast Train.	Midland Down Night Mail.	London and North-Western Down Night Mail.	DATE.	Lateness in the Arrival at Edinburgh. Great Northern Down Night Fast Train.	Midland Down Night Mail.	London and North-Western Down Night Mail.
	H. M.	H. M.	H. M.		H. M.	H. M.	H. M.		H. M.	H. M.	H. M.
1853: October - 1	20	— 6	42	1853: November - 1	15	14	37	1853: December - 1	3	35	37
„ 2	10	22	7	„ 2	40	3 47†	47	„ 2	10	1 30	57
„ 3	1 28	55	37	„ 3	55	30	27	„ 3	20	11	1 17
„ 4	15	4	29	„ 4	35	35	40	„ 4	- - -	10	57
„ 5	1 14	20	27	„ 5	28	— 3	37	„ 5	5	10	47
„ 6	40	28	17	„ 6	- - -	8	12	„ 6	15	32	47
„ 7	- - -	23	37	„ 7	15	28	32	„ 7	20	30	47
„ 8	40	15	58	„ 8	21	10	22	„ 8	15	5	22
„ 9	- - -	13	2	„ 9	50	20	4	„ 9	18	1 5	59
„ 10	0	35	1 7	„ 10	2 18	30	22	„ 10	13	20	1 2
„ 11	43	30	27	„ 11	27	37	1 7	„ 11	- - -	8	1 2
„ 12	33	38	1 2	„ 12	1 0	18	37	„ 12	0	38	42
„ 13	34	30	22	„ 13	- - -	25	12	„ 13	12	35	32
„ 14	33	12	1 17	„ 14	2 23	32	2 47	„ 14	7	55	37
„ 15	18	10	12	„ 15	1 25	25	17	„ 15	1 7	40	1 12
„ 16	- - -	7	2	„ 16	3 15	1 35	42	„ 16	57	1 50	1 47
„ 17	7	58	17	„ 17	1 8	44	22	„ 17	33	32	1 12
„ 18	20	3	1 2	„ 18	30	55	47	„ 18	- - -	10	5
„ 19	30	46	22	„ 19	25	1 10	22	„ 19	2 40	1 12	1 27
„ 20	3 23	18	32	„ 20	- - -	0	2	„ 20	19	58	37
„ 21	7	22	32	„ 21	18	1 3	57	„ 21	18	1 6	42
„ 22	3	— 4	1 4	„ 22	22	1 18	1 6	„ 22	1 35	1 20	32
„ 23	- - -	7	19	„ 23	35	49	17	„ 23	54	2 18	2 7
„ 24	5	10	7	„ 24	25	18	20	„ 24	35	1 15	52
„ 25	1 15	48	17	„ 25	25	50	42	„ 25	- - -	15	42
„ 26	20	26	7	„ 26	24	18	47	„ 26	5	1 4	52
„ 27	28	30	2	„ 27	- - -	2	22	„ 27	1 25	2 1	57
„ 28	45	1 8	1 17	„ 28	25	30	17	„ 28	3 40	1 15	42
„ 29	35	— 5	32	„ 29	35	12	— 3	„ 29	1 20	5 10	4 57
„ 30	- - -	8	2	„ 30	17	55	2	„ 30	55	1 44	1 17
„ 31	8	10	3 17					„ 31	- - -	2 24	1 17
Averages for the Month	35 $\frac{11}{16}$	22 $\frac{14}{31}$	35 $\frac{20}{31}$	Averages for the Month	48 $\frac{8}{28}$	39 $\frac{8}{30}$	33 $\frac{15}{30}$	Averages for the Month	43 $\frac{3}{28}$	1 3 $\frac{5}{31}$	1 [illegible]

* In these calculations no credit is given in cases where the train arrived *before* its time by either route; the train is then only reckoned as though it were punctual.

† This is the lateness in the arrival of the train at Berwick. On this occasion the North British Company sent the passengers on by the train, but detained the mail, which was afterwards sent on by another train to Edinburgh, arriving there 7 hours 40 minutes too late.

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(signed) *W. T. Wedderburn.*

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4141. Mr. *Liddell.*] You have compared the running of the trains on the North-Western and on the Midland, both of which carry mails, with the one on the Great Northern, which does not carry mails?—Yes, I have; there being no night train on the Great Northern route which carries mails; and it would have been manifestly unfair to compare the night trains on the other two routes with the day train on the Great Northern.

4142. Might you not almost apply the term "unfairness" to comparing a train, which is tied to time by the Post-office, to a train which is not tied to time, except to suit the convenience of its passengers and traffic?—I think there would have been unfairness in it had the comparison originated with the Post-office; but the comparison has originated with those who advocate the use of the Great Northern line. This is the very train it is proposed to use for carrying the night mails to Edinburgh; and one reason assigned for its use for that purpose is its superior regularity.

4143. Is it not quite possible that had that train carried the mails the Great Northern would have run it with much greater punctuality?—I cannot say; the fact of a train conveying mails brings with it some causes of irregularity.

4144. Mr. *Wilson.*] Is it not alleged by some of the witnesses who have appeared before this Committee, that the irregularity of those mail trains which do carry mails is in a great degree the fault of the Post-office, and the irregularity of their business at the stations along the road; has not that been alleged?—That has been alleged.

4145. Without saying whether it is right or wrong, would it not be a new element, at all events, of risk in the punctuality of a train, if, in addition to all the risk of passenger traffic, it had also the occasional risk of delay from the Post-office?—Unquestionably; and it has never been denied by the Post-office that there is to a certain extent irregularity on its part with reference to the delivery of the bags.

4146. Has it not been so far admitted that the Post-office has offered to subject itself to certain pecuniary fines in cases in which the fault of delay lies with them?—Certainly.

4147. Mr. *Fortescue.*] Then the train on the Great Northern Railway, which you have compared with the other two trains you have mentioned, has this advantage over them, that it is free from Post-office stoppages, and Post-office risks of delay?—Yes, certainly; I think the comparison is a favourable one to the Great Northern; but we are not obliged to rest on that comparison; I have another table in my hand, which is headed, "Table showing the comparative lateness in the arrival at Berwick of the down day mail over the Great Northern Railway, and in the arrival at Beattock Bridge of the down day mail over the London and North-Western Railway during the months of April and May 1854." I should mention that these two places, Berwick and Beattock Bridge, are selected for this reason, that the down day mail is not carried beyond Berwick by the railway company; that is the reason for taking Berwick, and on the other line, we take Beattock Bridge, as a place about equally distant from London as Berwick—it is, in fact, a few miles further; here we have mail trains, and day mails in both cases; the results are as follows: That in the month of April, the average lateness by the Great Northern route amounted to 13 minutes and two twenty-thirds, whereas the average lateness on the North-Western route amounted to only two minutes and fifteen twenty-fifths; in the month of May, the average lateness on the Great Northern route amounted to nine minutes and two twenty-sevenths, whereas on the North-western route it amounted to only eleven twenty-sevenths of a minute; in this case, of course the comparison is fair to both parties. I am reminded, that if credit had been given in calculating these averages for the time saved, the whole irregularity on the North-Western route, would have disappeared, but we do not consider that a late arrival one day is compensated for by a too early arrival, if I may so speak, the next day.

[*The Witness handed in the following Paper:*]

TABLE showing the Comparative Lateness in the Arrival at *Berwick* of the DOWN DAY MAIL over the Great Northern Railway, and in the Arrival at *Beattock Bridge* of the DOWN DAY MAIL over the London and North-Western Railway, during the Months of April and May 1854.

	For the Month of April 1854.		For the Month of May 1854.	
	Lateness in the Arrival at Berwick of the Great Northern Down Day Mail; distance 337 miles.	Lateness in the Arrival at Beattock Bridge of the North-Western Down Day Mail; distance 340 miles.	Lateness in the Arrival at Berwick of the Great Northern Down Day Mail; distance 337 miles.	Lateness in the Arrival at Beattock Bridge of the North-Western Down Day Mail; distance 340 miles.
	Minutes.	*Minutes.*	*Minutes.*	*Minutes.*
Day of the month - - 1	20	5	18	0
2	- - Sunday.	- - Sunday.	12	4
3	19	2	7	0
4	14	— 4	7	— 3
5	7	0	7	— 2
6	19	0	15	0
7	5	— 5	- - Sunday.	- - Sunday.
8	8	1	7	— 2
9	- - Sunday.	- - Sunday.	0	0
10	— 1	— 5	5	— 5
11	13	5	10	0
12	11	0	4	— 4
13	4	5	25	0
14	- Good Friday.	— 6	- - Sunday.	- - Sunday.
15	7	— 2	25	— 3
16	- - Sunday.	- - Sunday.	— 5	0
17	6	— 3	8	— 2
18	2	19	10	— 2
19	7	15	3	5
20	0	4	12	2
21	3	2	- - Sunday.	- - Sunday.
22	25	— 2	10	— 9
23	- - Sunday.	- - Sunday.	10	0
24	23	0	0	0
25	20	— 7	3	— 1
26	- - Fast Day.	— 3	11	— 3
27	43	7	12	0
28	40	— 7	- - Sunday.	- - Sunday.
29	5	0	9	— 3
30	- - Sunday.	- - Sunday.	5	— 6
31	- - -	- - -	10	— 2
Averages for the Month* - -	13 $\frac{2}{23}$ Great Northern.	2 $\frac{15}{23}$ Western Route.	9 $\frac{2}{27}$ Great Northern.	0 $\frac{11}{27}$ Western Route.

* In these calculations no credit has been given in those cases when the trains arrived before time; the trains in these cases being reckoned as though they were only punctual.

4148. Mr. *Fortescue.*] Have you any more observations to make upon that point?—Yes; since the question of regularity assumed so prominent a shape, I have required that a daily statement should be made to me of the arrival at certain important towns of these northern mails, and when there is any material lateness, the cause of that lateness is assigned. I have before me some of these returns for the month of June, and I find that in the course of that month lateness on the Great Northern line has arisen to this extent; I am now speaking of the line between London and York: on the 1st of June the train was late to the extent of 15 minutes; I am speaking of the down day mail; on the 2d of June it was 42 minutes late; on the 3d, 23 minutes; on the 5th, 20 minutes; on the 6th, 23 minutes; on the 12th, 23 minutes; on the 15th, 24 minutes; on the 16th, 16 minutes; on the 17th, 16 minutes; on the 19th, 10 minutes; on the 20th, 14 minutes; on the 21st, 5 minutes; on the 23d, 28 minutes; on the 24th, 25 minutes.

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4149. Mr. *Egerton.*] Have you kept lists of the irregularities on the North-Western line also?—We have accounts of all the irregularities.

4150. For the same time?—For the same time.

4151. Mr. *Fortescue.*] With respect to the supposed cost of making use of the Great Northern line, Mr. Seymour Clarke says, that a good deal of saving, he supposes, might be effected by getting rid of the mail carts that are at present used for the service. Have you any observations to make to the Committee upon that point?—Mr. Clarke, of course, cannot be familiar with the Post-office service, otherwise he would be aware that the withdrawal of any of the mail carts would cause much inconvenience in respect of the local correspondence; they are employed to convey cross posts as well as the direct post from London; there can be no doubt that if the Great Northern Railway were employed, a re-arrangement of the cart service would be necessary, and in effecting that re-arrangement, it is not improbable that some small saving might be effected; we have examined that point, and though I am not prepared to say what might be the saving, I have no hesitation in saying that it could not exceed 500 *l.* a year, and the probability is that it would not amount to half so much; these results, of course, cannot materially affect the estimate of the cost of transferring mails to the Great Northern line. In consequence of theevidence that has been given on the subject, I have re-examined my estimate, and see no reason whatever to depart from it.

4152. Turning to Captain Huish's evidence, I find he states in his answer to Question No. 2813, in accounting for the irregularity of the trains on the North-Western Railway, that among other reasons, there is a good deal of irregularity on the part of the Post-office; have you any information to give the Committee upon that head?—While thanking Captain Huish for the friendly manner in which he has suggested reasons for our alleged irregularities, I cannot admit the accuracy of his statements, either as to the extent of such irregularities, or as to their effect in retarding the mails; first, as to the alleged late arrival of the bags at the Euston-square station; that has been already explained in my evidence, as will be seen on referring to the questions, beginning with No. 1395, and going on to 1399; and I find, on referring to our own accounts, that on the 10 occasions in November last, on which, according to Captain Huish, the Post-office delayed the despatch of the night mail from Euston station, the last van reached the station from 7 to 20 minutes (the average being 13¼ minutes) before the time appointed for the despatch of the train; but even had this interval been insufficient for transferring the bags to the train, the time lost in its despatch, which, according to Captain Huish's own account, in no case exceeded 11 minutes, might easily have been made up before reaching Tamworth; in proof of this, it is sufficient to state that the evil has been wholly remedied since the 1st of March, by merely altering the appointed time for despatch from 8.45 p.m. to 9 p.m., leaving the time of arrival at Tamworth as before. Again, I find as regards the 17 down night mails, said to have been detained by the Post-office, either at Euston-square or elsewhere, in the same month of November, that whereas the amount of such alleged detention varies from 1 to 22 minutes (the average being 8 minutes and 6–17ths per train), the lateness in the arrival at Preston varied from 16 to 166 minutes; the average being as much as 43 minutes, or five times the amount of such alleged detention. As regards the up night mails, eight in number, which are stated by Captain Huish to have been retarded in their progress by Post-office irregularities to an average extent of three minutes, it is sufficient to state that whereas these mails lost on the average 20 minutes between Preston and Euston station, the other 22 mails which were not retarded, lost on the average 26 minutes between the same termini. I find also that in answer to Question 2844, Captain Huish states that the irregularity was greatest in the up day mails; regarding which, I should remark, that no irregularity is charged against the Post-office.

4153. Captain Huish gave the Committee an estimate of the average weight of the night mails. I think he estimated the weight of the letters at three tons of a night; do you agree in that estimate of his?—No, I cannot agree in the accuracy of the estimate, and I am quite sure Captain Huish would at once admit that he has not the means of making an accurate estimate, when I describe the manner in which the bags are made up; we send to the Euston-square terminus a number of large sacks containing nothing but newspapers, and we send also a number of bags, not equally large, some few of which contain nothing but letters, but the great majority of those smaller bags contain both letters and newspapers; it is only in respect of the larger towns that we make up two bags, one containing letters,

letters, and the other containing newspapers; in respect of the smaller towns, the letters and newspapers are mixed up in the same bag; and therefore it will be seen that the Company would not have the means of making any estimate of the weight of the letters, as separate from that of the newspapers.

4154. I think Mr. Bokenham gave the Committee an estimate of the weight of the night mails?—Yes, he did; but before going to that part of the subject, the Committee perhaps will allow me to draw their attention to a statement made by Captain Huish, in answer to Question No. 2845, as to the weight of the "Illustrated London News." Captain Huish, estimates the weight of the "Illustrated London News," despatched from Euston-square, on the Friday night, at an average of thirty-seven tons; I confess I was somewhat startled when I saw that statement; and the Committee has subsequently obtained a return from the office of Inland Revenue, as to the whole weight of the "Illustrated London News." I have a statement here which, with your permission, I will put in, showing the weekly average during the eight months ending the 31st of May 1854; and by that statement it appears that the weekly average weight of the whole issue was eleven tons four hundred weight. That, I should mention, is the weight of the paper dry; the officers of Inland Revenue have no official means of knowing what addition to the weight arises from the paper being wetted; but I find they have made inquiry of the publishers, and it appears that the weight of the paper when wetted is greater by about 13 per cent., making the average twelve tons thirteen hundredweight; the proportion posted on Friday night is about 60 per cent. of the whole, and therefore it would amount to about seven tons twelve hundredweight on the average; and we know that the proportion despatched by the London and North-Western Railway, on the Friday night, is about one half of the whole quantity posted. It follows, therefore, that the average weight conveyed by the London and North-Western Railway Company is three tons and sixteen hundredweight, instead of thirty-seven tons.

[*The Witness handed in the following Paper:*]

TABLE showing the Weekly Average Weight of the "Illustrated London News" during the Eight Months ended 31st May 1854, and the Maximum Weight in any one Week; showing also, as far as it can be estimated, the Proportion posted on the Friday Nights, and how much of that Proportion is sent by the London and North-Western Railway. (*Vide* Return from Office of Inland Revenue.)

	Weight of the Paper when Dry.		Weight of the Paper when Wet.		Proportion Posted on the Friday night, (about 60 per cent. of the whole).		Proportion sent by the London and North-Western Railway, on the Friday night, (about one-half of those posted).	
	Tons.	*Cwt.*	*Tons.*	*Cwt.*	*Tons.*	*Cwt.*	*Tons.*	*Cwt.*
Weekly average during the eight months ended 31 May 1854 - - -	11	4	12	13	7	12	3	16
Maximum weight in any one week (on rare occasions only) - - -	24	16	28	–	16	16	8	8

28 June 1854.

(signed) *P. Hill.*

4155. Can you give the Committee any more accurate estimate than we have yet had of the weight of the evening despatch from London?—Perhaps it will be in the recollection of the Committee, that I expressed some doubts as to the accuracy of the return which had been prepared by Mr. Bokenham, and which was put in by myself, at the time I laid it before the Committee; I have subsequently investigated the matter, and I find that the weight of the letters was under-estimated to an extent of about nine hundredweight; and, in justice to Mr. Bokenham, I think I should explain how the mistake arose. The return was made in a very hurried manner, the Committee having expressed a desire to obtain it immediately, and Mr. Bokenham assumed that all the correspondence had

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had the same average weight as a certain portion of it, the average weight of which was ascertained; but it so happened, that, in arriving at that conclusion, he overlooked the fact, that the official correspondence is, on the average, much heavier than the correspondence of the public; I mean letter for letter. That rendered a correction necessary, and the result was, an addition of about nine hundredweight to the weight of the letters. That shows the enormous amount of official correspondence there must be, when such an oversight is found to lead to so great an error. I therefore now propose to put in the amended return which I have in my hand.

4156. *Chairman.*] Will the amendment of which you speak affect the calculation you made in your former evidence, as to the average weight of each letter?—Yes, it does; Mr. Bokenham, in this return, has given the average weight of the letters in various ways. The per centages also are slightly varied. The per centage of letters is now 13; of book packets two; of newspapers 76; and of the bags nine.

4157. Mr. *Wilson.*] It is a subtraction from the newspapers, and an addition to the letters chiefly?—Yes, chiefly. The absolute weight of the newspapers is of course unaffected by the weight of the letters being increased, but the per centage of the newspapers is reduced.

4158. Mr. *Liddell.*] Does that per centage you give include all parcels?—All book parcels. The average weight of an official letter is 1·566 oz., or a little more than an ounce and a half; the average weight of a letter from the public is ·223 oz., or less than a quarter of an ounce. The average weight of a letter passing through the Post-office, public as well as official, is ·296 oz., or less than 3-10ths of an ounce. The average weight of a letter (including public and official correspondence, and book packets) is ·345, or little more than one-third of an ounce; and the average weight of a book packet is ·78 lb. = 12·48 oz., or nearly 12 ounces and a half; and the average weight of a newspaper is 3·16 oz.

[*The Witness delivered in the following Paper:*]

AMENDED RETURN.

ESTIMATED Average Number of LETTERS, BOOK PACKETS, NEWSPAPERS and BAGS now forwarded by the Night Mails from the Inland Office, *London*, and the Estimated Weight of the same.

					Per Cent. of the whole Weight.
	Tons.	*Cwt.*	*Qrs.*	*Lbs.*	
217,500 Letters (estimated weight) - - -	1	16	0	1	13
865 Book Packets (estimated weight) - -	0	6	0	2	2
124,333 Newspapers (estimated weight) - - - -	10	19	1	0	76
1,085 Bags (estimated weight) - - - - -	1	6	2	16	9
TOTAL - - - -	14	7	3	19	100

The above number of letters includes 11,943 official letters, weighing 10 cwt. 1 qr. 21 lbs.
The average weight of an official letter therefore is 1·566 oz., or rather more than 1 ½ oz.
The average weight of a letter from the public is ·223 oz., or less than ¼ oz.
The average weight of a letter passing through the office (public as well as official) is ·296 oz., or less than $\frac{3}{10}$ oz.
The average weight of a letter (including public and official correspondence and book packets) is ·345 oz., or little more than ⅓ oz.
The average weight of a book-packet is ·78 lbs. = 12·48 oz.
The average weight of a newspaper is 3·16 oz.

24 June 1854. (signed) *W. Bokenham.*

4159. Mr.

4159. Mr. *Fortescue.*] Captain Huish, in giving some evidence on the subject of special trains, informed the Committee that he believed the Post-office would find such trains a matter of expense of which they have no possible conception at the present moment, for this reason: that if trains were run to distant parts without passengers, passengers would never get conveyed to extreme points, such as Aberdeen or Ireland; and Captain Huish states, that if a train were to carry nothing but letters, he does not know how an Irishman would ever cross the Channel. Now if that be the case, would it not seem to be a very important element for the consideration of an arbitrator; and would it not seem to show that the Post-office should pay very little for these mail trains which, according to Captain Huish, enable the company to convey passengers?—That would seem to be a fair inference; if the fact of our employing trains for the conveyance of mails assists Irishmen across the Channel, certainly we should pay but very little for those mail trains; but I find that, in point of fact, there are five trains at present running between Chester and Holyhead which do not carry mails.

4160. Do you think that a railway company has any right to look to the Post-office for assistance in the conveyance of passengers?—I think not; I think the duty of conveying passengers, and of arranging for their conveyance, rests solely with the railway companies.

4161. Have you observed that Captain Huish on the other hand, in other parts of his evidence, appears to maintain that the passenger traffic, and the remuneration derived from the conveyance of passengers by any particular train, is not a point to be considered in the award at all?—Yes. I was very much surprised to find such a position taken; it seems to me to follow that, if that were the proper mode of determining the award, the result would be that all our trains would be paid for as special trains.

4162. Mr. *Wilson.*] As though they were confined to Post-office service exclusively?—Yes. If there is to be no difference between a large traffic and no traffic at all, it necessarily follows that the Post-office would pay for all the trains it employed, as though they were special trains, without having the advantage of their exclusive use.

4163. If that principle were admitted, would it not follow that trains would be paid for at the same rate altogether, irrespective of the hours at which they start, or whether they suited the public convenience or not; whether they travelled by night or by day; or, in fact, altogether irrespective of circumstances which are supposed to affect the convenience of passenger traffic?—I do not understand Captain Huish to exclude some of the considerations which you have enumerated; on the contrary, I think he specially mentions them as proper subjects for the attention of the arbitrators; but the result is, as I have stated, that we should be paying for all trains as though we had the exclusive use of them.

4164. But if you pay for all trains as if you had the exclusive use of them, and if that were the principle which is to govern the opinion of an arbitrator, would it not necessarily follow that he would disregard all the circumstances which attached to the mere convenience of passengers?—Certainly; all circumstances which affected the convenience of passengers. But there can be no doubt that, sometimes, the cost to the company of working a train is enhanced by the circumstance of our requiring it to be worked in the night.

4165. Is it more expensive to work by night than by day?—No; the difference is not, perhaps, material, unless the line would be closed at night but for the circumstance of the Postmaster-general requiring that a night train should be run. The night police would then have to be brought on, and other expenses necessarily incurred.

4166. So far as the passenger traffic is concerned, it would follow that that would be entirely disregarded, would it not?—It appears to me so.

4167. Mr. *MacGregor.*] But these are all elements that would properly come before arbitrators who would have to decide the matter, are they not?—No doubt; but I am only contending that all the circumstances ought to come before the umpire; the quantity of passenger traffic among the rest.

4168. Mr. *Wilson.*] All you say is, that the question of passenger traffic should not be left out of consideration, when an arbitrator is deciding the rate that should be paid for the train?—Certainly not.

4169. *Chairman.*] There is no other means by which an umpire can judge, I

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believe, how far a train interferes with the traffic of a line, than by ascertaining the number of passengers who go by it?—I see no other means.

4170. Mr. *Fortescue.*] Have you anything to add to your former evidence with respect to parcel traffic, having regard to Captain Huish's statement, that the parcel traffic of railway companies has been injured by the competition of the Post-office?—The question is very much narrowed by Captain Huish's admission, to the effect that the objections of the companies, so far at least as his company is concerned, do not apply to the book packets. Hitherto we have considered that their objections applied almost exclusively to the book packets; but we now find, from Captain Huish, that such is not the case. We have, therefore, to consider the question merely with reference to the packets which are conveyed at the full letter rates.

4171. Can you tell the Committee what changes have taken place with respect to those parcels, other than book parcels, since the year 1840?—There have been two changes, both of them slight, since the establishment of the penny postage at the beginning of the year 1840: the first took place in the year 1844, when the public was forbidden to send through the post articles which might in any way injure the correspondence; as, for instance, liquids and sharp instruments. The Committee has a list of the articles before it, therefore it is not necessary for me to enumerate them.

4172. I suppose, also, all articles of a perishable nature are prohibited, such as provisions?—Yes; the list that will be found in the answer to Question No. 3126. The restriction would, of course, tend to reduce, to a certain extent, the number of packets sent through the Post-office. Then there was a further change in November 1847, when the limitation of weight, which had previously been one pound, was altogether removed; that alteration would tend, of course, in an opposite direction, namely, to increase the number of packets sent through the post. Now I find, on inquiry of the practical officers, that, judging from the best estimate they can form, the one cause about neutralises the other; and therefore it follows, that the regulations may be considered as, in effect, unchanged. With a view to put the Committee still further in possession of the effect of removing the restriction as to weight, I have had an account taken on two nights of the number of parcels paying the full letter rates, which exceed one pound in weight.

4173. With respect to all parcels under one pound, things were then as they are now, were they not?—Precisely.

4174. So that it does not become at all necessary to allude to any parcels under one pound?—No, there has been no change whatever as regards parcels under one pound, except the one I have mentioned, which was restrictive; by forbidding liquids, and other things which might injure the correspondence, going through the post.

4175. Mr. *Wilson.*] But that restriction applies equally to all parcels, does it not?—Yes, it does. The account was taken on the 8th and 9th of June, and I will, if you please, put in the returns. The first is headed "A return, showing the number of inland packets (excluding those sent from the Government offices, and books)," the official correspondence, of course, never was subject to any limitation of weight, "exceeding one pound in weight, forwarded from London, this evening." Then there is a similar heading to the next, and the numbers are on the first evening 17, and on the second 14, making 31 on two evenings; an average, we will say, of 16 per day. Now, if we had included the day mail despatch also, that might perhaps have advanced the average to 20; and if you take into account, that the number of letters passing through the London office is about one half of all the letters that are written in the United Kingdom, and assume that the packets posted at other offices bear the same proportion to those posted in London as the letters; then you arrive at the conclusion, that the total number of packets exceeding one pound in weight is about 40 per diem for the United Kingdom. It is hardly necessary to add, that such a very small number cannot perceptibly have affected the number of parcels conveyed by the railways.

[*The Witness handed in the following Papers:*]

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29 June 1854.

RETURN showing the Number of INLAND PACKETS (excluding those sent from the Government Offices and Books), exceeding 1 lb. in weight, forwarded from London this Evening.

Packets which would have been forwarded when the Weight was limited to 16 ounces.			Packets which would not have been forwarded when the Weight was so limited.			
Letters.	Weight.	Contents.	Letters.		Weight.	Contents.
	Lbs. *Oz.*				*Lbs.* *Oz.*	
			Ordinary letters.	1	1 1	Not known.
				2	1 4	
				1	1 13	Circulars.
				1	1 15	
				1	2 0	Not known.
				1	3 14	
				— 7		
			Registered letters.	2	1 1	Not known.
				1	1 2	
				1	1 3	
				2	1 4	
				1	1 7	
1	2 0	Deeds: paid book-rate.		2	1 8	
				1	2 12	
				— 10		
				17		
1	1 3	Bankers' parcels.				
1	1 8					

Inland Office, 8 June 1854. (signed) *W. Bokenham.*

RETURN showing the Number of INLAND PACKETS (excluding those sent from the Government Offices and Books), exceeding 1 lb. in weight, forwarded from London this Evening.

Packets which would have been forwarded when the Weight was limited to 16 ounces.			Packets which would not have been forwarded when the Weight was so limited.			
Letters.	Weight.	Contents.	Letters.		Weight.	Contents.
	Lbs. *Oz.*				*Lbs.* *Oz.*	
1	1 1		Ordinary letters.	1	1 1	Unknown.
				1	1 2	
				2	1 5	
				1	1 7	
				1	1 11	
				1	1 14	
				1	2 0	
				1	2 1	
				— 9		
1	3 13	Deeds.	Registered letters.	1	1 2	Unknown.
				1	1 3	
				2	1 6	
				1	1 8	
1	1 —	Bankers' parcels.		— 5		
1	1 1					
1	1 4			14		
1	1 11					

Inland Office, 9 June 1854. (signed) *W. Bokenham.*

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4176. Do the returns you have just put in include book parcels?—No; I am confining my attention now to parcels paying the letter rates; the account of book parcels was given before.

4177. *Chairman.*] They include parcels paying letter rates, and above one pound in weight?—Yes.

4178. Mr. *Wilson.* That is parcels paying letter rates, and which now pass through the Post-office since the last arrangement?—Yes, since the abolition of the limitation as to weight.

4179. A good deal has been said about the interference of the Post-office with the railways in conveying parcels, and it has been stated more than once that of late years, since this regulation was made, the number of small parcels sent by the railways have very much diminished; is it not the fact that since that time a decision has been come to in the courts of law, by which it has been declared to be legal on the part of traders to collect small parcels, and send them in one large package by railway at the ordinary rates of parcels?—Certainly.

4180. And is it not possible that the decision by which that practice has now become common may have produced the effect which has been alluded to much more than the Post-office?—I can see no other mode of accounting for the fact; most certainly the Post-office does not carry the parcels. The Post-office has in effect had the same arrangement in existence for 14 years.

4181. The Post-office rates for carrying parcels are infinitely higher, are they not, than those which the railway itself would charge, or than private traders would charge?—For heavy parcels they are very much higher.

4182. For parcels above one pound in weight?—For a parcel exceeding one pound in weight in the slightest degree, by even the amount of a quarter of an ounce, we should charge 2*s.* 10*d.*

4183. *Chairman.*] I think you stated in your former evidence that the number of parcels, comprising all weights, which pass through the Post-office now, is very much greater than it formerly was?—No, I think I have not given any evidence to that effect; but there can be no doubt but that there has been an increase.

4184. The public avail themselves to a greater extent now than they formerly did of sending small parcels through the Post-office?—It depends upon the time with which the comparison is made. Are you speaking with reference to the state of things which existed before the adoption of penny postage?

4185. I wish to ascertain from you whether there has not been an increase in the number of parcels despatched through the means of the post, nearly equal to the increase in the number of letters?—Omitting the book packets, the increase in the despatch of what are called parcels, is small compared with the increase of letters. I have examined into that point; an account was taken in the year 1842, similar to that which has been laid before the Committee by Mr. Bokenham; and I find, upon a comparison of the state of things existing in the year 1842 with the state of things existing at the present moment, that while the number of letters transmitted through the London office has increased more than a hundred per cent., the number of packets has increased only 50 per cent.

4186. Mr. *Wilson.*] The one is 100 per cent. on a very large number, and the other is 50 per cent. on a very small number; therefore, the actual increase in the number of parcels sent through the post is very small indeed?—Yes. I should mention that the return in 1842, of which I speak, will be found in the evidence given by Colonel Maberly in the year 1843, before the Postage Committee, and at Question No. 1688.

4187. *Chairman.*] Mr. Bokenham, in his evidence, has stated that on one Monday night to which he refers, 6,342 parcels passed through the Post-office?—Yes. Mr. Bokenham uses the term "parcels," as applicable to any packet which is not a letter: the great majority of these "parcels" weighed under two ounces, and a very large proportion of them weighed less than half an ounce.

4188. But in that calculation of 6,342, he did not include, I believe, the book parcels?—No, he did not; nor have I in this comparison which I have made.

4189. Mr. *Fortescue.*] But he included every article, however trifling, which could not strictly be called a letter?—I should rather that Mr. Bokenham described his own return, and I think he does describe it in his evidence. Before completing the comparison of the present state of things with the state of things existing years back, I would mention that, notwithstanding the large allowance of

weight

weight for a single letter, and notwithstanding that there are a very considerable number of small packets containing articles of dress, and so forth, sent at the letter rates, the average weight of a letter is very much less now than it was before the adoption of the penny postage. When I speak of a letter, I apply the word to every kind of article sent through the Post-office, except newspapers. I include even the book packets; and including them, the average weight is very much less now than it was in the year 1838. I have here a table, which, with the permission of the Committee, I will read. It is a table showing the

AVERAGE WEIGHT of a LETTER despatched from *London* in 1838 and in 1854, and the Decrease in the Average Weight during that period.

——	In 1838.	In 1854.	Decrease in Average Weight since 1838.
	Oz.	*Oz.*	*Per Cent.*
Average weight per chargeable letter despatched from London - - -	·3573 *	·223	37 ½
Average weight per letter, chargeable and privileged, despatched from London - - - - - - -	·7888 †	·345 ‡	56

* Third Report of Select Committee on Postage 1838. Note II. p. 9.
† Third Report of Select Committee on Postage 1838. Note II. p. 10.
‡ This includes book packets also.

27 June 1854. (signed) *P. Hill.*

4190. *Chairman.*] At that period, I believe, there was no distinction in the payment made on a letter weighing half an ounce and a letter weighing an ounce?—The postage depended on whether it was a single sheet of paper or not. Up to an ounce, a single sheet of paper was charged a single rate, whatever its weight might be; but, on the other hand, if there were any inclosure, the letter, however light it might be, was charged double. A letter weighing an ounce was charged four rates, and an ounce and a quarter five rates, and so on.

4191. Mr. *MacGregor.*] But you might put into a letter as many inclosures as an ounce would bear, might you not?—Not under the old system. A letter weighing only a quarter of an ounce might be a treble letter.

4192. But up to an ounce you might put in as many inclosures as you pleased, whether they were bills of exchange or anything else?—No, I do not think so; each inclosure would be charged, but with this limitation, that no letter which was under an ounce in weight would be charged more than a treble rate.

4193. But up to an ounce you might have 20 bills of exchange, or anything else an ounce would bear, might you not?—If you paid three rates for it.

4194. Mr. *Fortescue.*] With respect to the conveyance and distribution of these small parcels, do you think that any organisation of railways, or otherwise, that could be established, could take the place of that organisation which already exists in the Post-office system, penetrating, as it does, to every quarter of the United Kingdom, and to every remote village and town?—One can hardly conceive the possibility of another organisation equally perfect. If the railway companies were to attempt it, they would incur enormous expenses; and it appears to me to be more to their interest to avail themselves of our organisation than to attempt to establish one to compete with it. I would mention also, if you please, with reference to this question of parcels, that in several parts of the Continent the heavier packets are actually charged at a lower rate; that I know to be the case in France. The charge for a letter not weighing more than seven grammes and a half, which is about equivalent to a quarter of an ounce, will be, on the 1st of July this year (when their law changes), 20 centimes, or 2 *d.*; but for heavier packets they charge at the rate of 80 centimes, or 8 *d.*, for 100 grammes, which is equivalent

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to about three ounces and a third. Their rates, therefore, for heavy packets are less than one-third of the rate for letters, and there is no limit to the weight that may be sent at those rates.

4195. Mr. *Egerton.*] What is the present rate; you say they are going to reduce it?—The change that will take place on the 1st of July does not affect the weight; it merely applies to the rate of charge.

4196. Mr. *Wilson.*] What is about the weight of 100 grammes?—Three ounces and a third.

4197. That would be 8*d.* for three ounces and a third?—Yes.

4198. What would be your charge here for three ounces and a third?—Our charge would be likewise 8*d.*, but the Honourable Member will see that their charge for letters is greater than ours.

4199. Mr. *Egerton.*] Will that reduction apply to the correspondence between France and this country?—No; that is settled by treaty.

4200. Mr. *Fortescue.*] Do you recollect that Captain Huish, in his own case, gives rather a good illustration of the use of the Post-office, in collecting a great number of small parcels from very remote quarters of the kingdom to one spot?—He does.

4201. What inference do you draw from the Post-office being so used by a gentleman who is himself the manager of the largest railway system in England?—It seems to imply an admission of the very inferior organisation of the railway companies for the purpose of transmitting small packages; and it also, I think, indicates the enormous inconvenience which would be sustained by the public if any attempt were made to withdraw the privilege. It will be seen by Captain Huish's evidence, that the Post-office was employed, not only for the collection of articles on a special occasion, but that, after that occasion had passed by, certain articles continued to be transmitted through the Post-office to Captain Huish's house.

4202. Does it ever happen that a parcel cannot be pre-paid by railway from any one place to some other?—I believe that, on the northern side of the Thames, it is possible to send a packet, and to pay the carriage in one sum, from any town to any other town upon the same system of railways; but it is not so on the southern side of the Thames. I took occasion to make the inquiry a few days ago. I was at Brighton, and I found that I could not have pre-paid the carriage of a parcel from Brighton to Dover; and the Honourable Member on my left (Mr. MacGregor) will probably be able to tell the Committee whether it would be possible to pre-pay the carriage of a parcel from Dover to Brighton. I have ascertained that it is not. Here you have two lines, which are so closely connected that one may be considered as a branch of the other.

4203. You consider the distribution of small parcels by the Post-office a convenience to the public?—An enormous convenience to the public.

4204. Do you think it is disadvantageous to railway companies?—I do not believe that it is. In the first place, I believe that, if the transmission of them were to be abandoned by the Post-office, very few of those parcels would go by railway; and next, I am quite satisfied that the practice of the Post-office conveying parcels has been so prominently put forward by the railway companies as a hardship upon them, that the awards have been very seriously affected thereby; and I have not the slightest doubt that the railway companies are deriving a much higher profit through the Post-office, in respect of parcels, than they could possibly obtain if they carried the parcels themselves. I would add, further, that if the Postmaster-general were permitted to look merely to the interests of the Post-office revenue, and to disregard public convenience, it would be well that we should altogether abandon the conveyance of parcels. I am certain we should save revenue by it.

4205. Mr. *Fortescue.*] You think it is not profitable to the Post-office?— I am certain it is not, owing to the exaggerated notions which are abroad as to the injury done to railway companies by it, and the extent to which the awards are consequently affected.

4206. Mr. *Liddell.*] Upon what ground do you say you do not think these parcels, if not conveyed by the Post-office, would not be conveyed by railway?—I believe my statement was, that the greater part of them would not be conveyed by railway, for this reason: that the railway companies have not the means of collecting and delivering them, and also because a large number of those parcels, as has been shown in evidence, are charged at very low rates. The companies charge rates so very much higher, that the imposition of those rates would,

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in all probability prevent the transmission of most of the parcels. If I recollect rightly, fully three-fourths of the parcels in question are under the weight of two ounces; that is to say, they are carried at rates varying from a penny up to fourpence, and many of those go enormous distances; so that any charge which a single railway company might make upon those parcels must either be exceedingly small, or it must be such that the accumulation of charges would altogether prevent their transmission.

4207. Mr. *MacGregor.*] I think neither Captain Huish, nor any otherwitness, has doubted the great advantage the public derive by the Post-office carrying these parcels?—Captain Huish, I recollect, expresses an opinion to the effect, that it would not be expedient to withdraw the convenience from the public.

4208. I never heard anybody express an opinion that the privilege ought to be withdrawn? — I am not aware that anyone has; if it is advantageous to the public, then I think the Post-office should hardly be accused of robbing the companies; that is the term that has been applied, not, I think, by Captain Huish, but by several witnesses.

4209. There cannot be a doubt that there is a competition between London and all the principal towns in the kingdom for the carriage of parcels, whether book parcels or other parcels, between the Post-office and the railway companies?—There is no doubt of it; whether they are transmitted through the Post-office or not, of course depends entirely on the will of the sender. I need not point out to the Committee that the Post-office has no legal monopoly of the conveyance of parcels; it appears to me that, for the very same reasons that the railway companies robbed (if the term is to be used) the coach proprietors of parcels, the Post-office has, or may have, to a certain extent, robbed the companies; namely, because we do the business so much better than the railway companies. There is no other reason for it.

4210. But the difference between the two cases is this, is it not, that you have the right to send all these parcels by the very conveyance which would obtain them without your instrumentality; now surely Captain Harness's position is correct, that the parcel question is a fair element for the consideration of arbitrators in deciding the amount the Post-office ought to pay to railways for carrying the mails?—To this extent, that they add to the weight of the mails; but I deny that arbitrators ought to regard what constitutes the mails in the slightest degree. So far as the conveyance of parcels by the Post-office adds to the weight of the mails, the circumstance should be considered by the arbitrators, but not beyond that.

4211. Do you think that the arbitrators ought not to consider that these parcels were absolutely abstracted from the railway company?—First I must deny that they are abstracted; and next I must say that if they are abstracted, still the arbitrators ought not to regard that circumstance, because the Legislature has not given to the companies any monopoly of the conveyance of parcels. The decisions that have been alluded to show that courts of justice have determined that railway companies have no monopoly of the conveyance of parcels.

4212. Mr. *Fortescue.*] Admitting, as you of course do, that there is a certain amount of competition between the Post-office and railway companies for the carriage of parcels, would you not say that that competition extended only to a very small number of those so called parcels that we have been told are sent out from the General Post-office?—I should say that, if a law were passed forbidding the Post-office any longer to carry the parcels in question, very few of those parcels would be sent by the railways or by any other means.

4213. You do not think people would send pill-boxes and other things of that sort to the other end of Scotland or Ireland?—Certainly not.

4214. Mr. *MacGregor.*] Not if they could not go by the Post-office?—No.

4215. That is a startling proposition?—It is one that I am quite prepared to maintain, however startling it may be.

4216. Mr. *Wilson.*] You limit your observation to single pill-boxes?—Certainly. I dare say Morrison would continue to send his pills all over the kingdom; but then they would not go in small quantities, but in large quantities, and the amount of benefit that the companies would obtain from them would be very trifling, and far less, I hold (and that is the important point), than they now get.

4217. Then the difference, if I understand you, is this: that in the one case you do not doubt that so far as the aggregate weight of packages is concerned, the railways are undoubtedly affected by what the Post-office carries; but that the packages separated into small parcels, or what is called the small parcel trade,

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would not be materially affected if the Post-office did not carry them?—I am of that opinion.

4218. The same aggregate weight would still be carried by railways, whether the Post-office carried it or the railways?—Perhaps so, but if the Post-office pays in respect of the parcels that we carry as high a rate as the public would pay for the conveyance of an equal weight made up, not in small parcels but in large packages, it necessarily follows that the companies are not injured in the slightest degree; on the contrary, so far as our organisation tends to increase the number of articles distributed over the kingdom (and that it does tend to increase them no one for a moment can doubt), the companies themselves are benefited.

4219. Mr. *MacGregor.*] In point of fact, you being in the Post-office, which represents a public service, to compete with private individuals who have constructed the railways?—The private individuals, when they constructed the railways, had no monopoly of the parcel traffic given to them; on the contrary, the Honourable Member is perfectly well aware that the early railways were established simply as roads. It was not contemplated in the early legislation upon the subject that railway companies should carry anything; they were simply and solely the owners of the roads; subsequently to that, the penny postage was established. Now, the Act establishing the penny postage dates as far back as August 1839; since that time a large majority of the railways now open have been established; and therefore, if there is any robbery at all, it is a robbery by the railways of the parcels that ought to go by the Post-office; it is the Post-office, therefore, that is entitled to complain of the railway companies stepping in and robbing them. The truth is, however, that both parties are bound to serve the public in the best manner they can, and there is no robbery on either side; those will get the custom who perform the duty most effectually.

4220. You leave out of sight, then, the fact that the railway company with which you were connected, and the one with which I was connected when we met on railway affairs, each obtained their Act of Parliament on premises which showed that they relied on a certain amount of parcel traffic to produce a dividend for their subscribers?—I cannot speak certainly to the fact, but I very much doubt if there was such reliance; I say that the railways which were constructed many years ago, were all constructed on the expectation that the companies would be simply the owners of the railways, and that is the reason why tolls were inserted in the several Acts of Parliament. The expectation was, that other people would place their engines and carriages upon the railways, and compete one with another. That was the theory, as every gentleman present must be aware, of the early railway system.

4221. Mr. *Egerton.*] But you cannot dispute this: that if, as you say, neither party has any right to complain of the other, when you come to an arbitration between the Post-office and the railway companies, the fact of your competing with them for carrying parcels is a material element to be taken into consideration?—I must contend, it is an element which ought not to be taken into consideration at all. All the arbitrators have to do, is to ascertain the weight of the mails, including these parcels; and the hinderance, if any, caused to the working of the line by the Post-office requiring the train to be run at certain hours, and the expense of running at those hours. I hold that they have nothing to do with the question as to what are the contents of our mail; and I would add in support of that position, that the courts of justice have lately decided that the companies are not entitled to open packages with a view of ascertaining the contents and charging accordingly; they have nothing to do but to ascertain the gross weight.

4222. Mr. *MacGregor.*] Then if your charge for book parcels, or other commodities, were to be reduced from 6*d.* to 1*d.* a pound, you would hold in the same way that the railway companies would have no right to place that before the arbitrator?—I do not think I am bound to defend such an extreme case as that; all these matters as to determining the rates of charge are under the control of the Legislature. It is quite open to the Legislature to fix the minimum charges to be made by the Post-office, as well as the maximum.

4223. Mr. *Wilson.*] I do not understand you to deny at all, that any change which may be made in the regulations of the Post-office which would increase the aggregate weight carried by a railway for the Post-office, would be a fair ingredient for an arbitrator to consider?—No.

4224. Therefore you are placed in the same position as one of the public, in sending

sending what you choose to send, so long as what you do send is paid for according to the aggregate weight of it?—Yes.

4225. *Chairman.*] I understand you to say, that you do not put in any claim on behalf of the public department with which you are connected for any privileges peculiar to itself?—Not in respect of charge. The system of the Post-office requires that the Postmaster-general should have the right to require that trains should be run at certain hours, but beyond that we claim no privilege; on the contrary, there is nothing that would tend so much to the improvement of the Post-office revenue, as that the payment by the Post-office, in respect of its mails, should be at the same rates which the public pay.

4226. In former times, I believe, the estimation of the services did not include a charge for tolls?—I very much doubt whether the Post-office has ever been free from a charge for tolls; it no doubt is a fact that the arbitrators have contended (under the notion that it was their duty so to do), that the Post-office should be exempt from tolls, or any charge resembling toll; and there is no doubt that at common law they are exempt.

4227. Mr. *Egerton.*] How do you make out that at common law they are exempt?—The Crown has the right to use a railway as any other road without toll. There is no doubt about it; opinions have been given by the law officers of the Crown to that effect over and over again; but it is a right which is not contended for by the Post-office, and I at once admit it is a right which ought not to be contended for.

4228. *Chairman.*] Is it not the fact that formerly, before railways were opened, the Crown was universally exempt from the payment of toll in respect of mails passing through the country?—Not universally; there were certain tolls paid in Ireland and in Scotland, but in England and Wales the Crown was exempt.

4229. And you admit that, since the period within which the public have been allowed to send parcels through the Post-office, the Post-office can no longer in justice claim that privilege?—I am quite prepared to admit that it is a privilege which should not be claimed, but the grounds of that admission, perhaps, it is not necessary I should state.

4230. Mr. *Blachett.*] With regard to the question whether the carriage of parcels should be an element to be considered in fixing the payment to be made by the Post-office, surely, if the payment by the Post-office to the railway company is fixed with reference to an estimate of the expense to which the company is put in carrying the mails, it is fair to take into consideration the fact that the company, by doing your work, will diminish the custom from parcels which they would otherwise receive?—I cannot admit that, because I hold that the Legislature has given to the companies no claim to the exclusive conveyance of parcels.

4231. Mr. *Thompson.*] Do I understand you to say that, in your opinion, the reason why they prefer sending parcels through the Post-office is the better means which the Post-office have of sending them to all quarters of the country?—I imagine that that must be the principal reason.

4232. They have no monopoly of carrying parcels, the public being at liberty to send their parcels by railway if they prefer it?—Quite so.

4233. Mr. *MacGregor.*] You differ, in fact, from Captain Harness, who considers that this is an element to be taken into consideration by the arbitrators, in estimating the amount to be paid to railway companies for Post-office service?—Captain Harness probably had in view the circumstance that, when many years ago he acted as the Post-office arbitrator, he used to claim the exemption of the Crown from toll over the railways.

4234. Mr. *Wilson.*] Suppose you were to-day to relinquish altogether the practice of carrying any parcels whatever, and that an acceleration were to take place to-morrow, there would enter fairly into the calculation of the arbitrators the amount you would be likely to carry over the line they were considering; and therefore the aggregate weight, whatever it might be, would, so far as it would be affected by your continuing or discontinuing to carry parcels to that extent, enter into the consideration of the arbitrators?—Certainly.

4235. You do not seek to exclude that?—No.

4236. All you seek to exclude is the difference between carrying the same weight as an aggregate weight, and carrying it in subdivided portions as parcels?—I simply object to any claim on the part of the companies, on the ground that we have deprived them of privileges which they previously enjoyed.

4237. Mr. *MacGregor.*] You deny any claim that the companies have under

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the arbitration, on the ground that you are competing with them on their own line of railway for their own traffic?—Certainly, I deny it.

4238. Mr. *Wilson.*] But you do not compete with them more than many other individuals do?—Certainly not.

4239. You compete with them by carrying and paying for upon their line in one form, what might be carried and paid for in a different form?—Certainly; and I hold that, if it be a competition, it is one highly advantageous to the companies themselves. I believe that the railway companies could not take a step more injurious to themselves than one which would deprive us, if it were in their power, of the right of collecting and delivering parcels, for I hold that that is what we do. We collect the parcels and we deliver them, and we pay the railway companies and others for their conveyance.

4240. Suppose you agreed with a railway company that the arbitrators were to determine, instead of a fixed sum per annum, that you should pay for the use of the mail a fixed rate per ton, according to the weight of the mails each day, would it not be then clear that the railway company would be benefited to the extent to which you increased the traffic of that railway company, in consequence of the increased facilities you afforded by the collection and distribution of parcels throughout the country?—Certainly.

4241. If the arbitrators make in their estimate an aggregate calculation of the weight you are likely to carry, is it not the same thing whether you pay by weight daily, or whether you pay a sum calculated by the probable weight?—Certainly; it is well known that there is a tendency to an increase of weight in the mails, and therefore, I presume, the arbitrators are not guided in their awards by the actual weight at the moment, but that they take into account the gradual increase from year to year. Since my evidence commenced, a document has been placed in my hands which is a statement obtained from the Board of Trade, showing, in respect of certain companies, the receipts from passenger luggage on which a charge is made, and from parcels, by the following railway companies: the London and North Western, the Great Western, the Eastern Counties, the Midland, the Lancashire and Yorkshire, and the London and South Western. It begins with the year 1849; the receipts are given for each half year from 1849 to 1853 inclusive. I find that in respect of the London and North Western there has been an exceedingly slight diminution; the receipts in the year 1849 were 104,399*l.* (I am giving the total of the two half-years), while the receipts in 1853 were 103,792*l.* In respect of the Midland, the receipts in 1849 were 40,028*l.*; in 1853, 30,607*l.* That was owing, I suppose, to the competition of the Great Northern; but as regards the other lines, there appears to have been an increase. In the Great Western there has been an increase from 37,601 *l.* in 1849, to 40,748*l.* in 1853. I draw the attention of the Committee to that circumstance, because, if I recollect rightly, Mr. Saunders stated that there was a falling off in the parcel traffic.

4242. *Chairman.*] That is going over a period of five years?—Yes.

4243. Within that period these railways have extended their branches, have they not?—Yes.

4244. And notwithstanding the extension of their branches, it appears that their parcel traffic has fallen off?—In respect of two of the lines it has.

4245. The London and North Western?—Yes.

4246. But must there not have been some cause operating more than appears, from the circumstance that an increase of their branches ought to have given an increase of their parcel traffic?—I cannot speak decidedly upon the point, but the impression on my mind is, that there has not been much extension since 1849 in any of these railways. It has been stated in evidence that there was a falling off in the parcel traffic, and I want to show that that is not the case as regards the majority of the railways. If the parcel traffic is merely transferred from one railway to another, then it is fair to infer that it is owing to the successful competition of the latter railway. There does not appear to be upon the whole a diminution of parcel traffic; but it will be recollected by the Committee that the system of packing parcels, which I believe is carried on very extensively, has been in the meantime legalised.

[*The Witness delivered in the following Paper:*]

RECEIPTS

RECEIPTS from PASSENGERS' LUGGAGE on which a Charge is made, and from Parcels, by the following Railway Companies.

NAME of COMPANY.	1849.		1850.		1851.		1852.		1853.	
	Half Year ending 30 June.	Half Year ending 31 December.	Half Year ending 30 June.	Half Year ending 31 December.	Half Year ending 30 June.	Half Year ending 31 December.	Half Year ending 30 June.	Half Year ending 31 December.	Half Year ending 30 June.	Half Year ending 31 December.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
London and North Western.	51,081 4 10½	53,317 15 10	48,009 10 8½	54,056 14 7½	46,320 11 9	52,059 8 6	45,985 13 6	50,784 10 10½	48,005 12 9	55,786 16 1
Great Western -	20,221 3 –	17,380 4 6	18,473 17 4	17,430 18 5	17,821 10 7	17,890 – 4	17,519 7 11	17,976 13 6	19,569 18 10	21,178 13 2
Eastern Counties -	9,642 10 4	- * -	9,316 15 10	10,855 10 1	7,396 – 8	8,649 4 1	7,410 14 7	9,952 15 7	8,869 11 7	10,756 14 3
Midland - -	19,579 16 11	20,449 1 10	19,084 15 9	20,233 3 2	17,063 14 10	17,749 3 6	9,724 3 –	15,366 9 2	14,170 8 –	16,436 13 8
Lancashire and Yorkshire.	5,713 11 10	6,184 8 11	6,159 17 3	- * -	7,115 13 5	7,696 7 6	7,290 2 3	10,152 5 2	- * -	11,156 – 11
London and South Western.	8,453 1 2½	9,692 18 7½	9,353 19 5	10,419 19 5½	9,653 10 2	10,889 18 –½	9,601 12 1	10,665 17 5	10,315 19 2	12,032 12 8

* The required information for these half-years cannot be given by this office at present.—*W. B.*

0.39. 3 B 3 4247. Mr. R. Hill, Esq. 29 June 1854.

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4247. Mr. *Fortescue.*] Have you any observations to make on the proposed separation of the Scotch and Irish mails at Crewe?—Yes. I can only say that, as a Post-office arrangement, it does not appear to us to be either necessary or desirable. I believe that such a separation would cause us some slight inconvenience, but we have never objected to it; on the contrary, we are prepared to concede it if desired by the company; but in proposing this measure, it has been accompanied hitherto by a demand for increased payment by the Post-office in consequence of the separation. To that we object, on the ground that it would not benefit the department at all.

4248. Do you recollect Captain Huish quoting an extract from the Report of Mr. Cardwell's Committee in the last Session, and putting an interpretation upon that extract which he laid before the Committee?—I do.

4249. Do you agree in that interpretation; you will find it is his answer to Question No. 3012?—I cannot altogether agree in Captain Huish's interpretation. I wish to draw the attention of the Committee especially to the latter part of the paragraph; it is as follows: "Your Committee think it is reasonable that the companies should afford to the Post-office, at the same charge as would be paid by private individuals for similar services, every assistance which might add to the convenience of the public. They think that no railway should have any claim to be considered as fulfilling its obligations to the district in which it is situate, which fails to facilitate in this way the postal communication of that district." I think, as far as one can judge of the object of the Committee, from the wording of their resolution, that the resolution amounts to this: that a railway company is not to be considered as discharging its duty, unless it affords to the Post-office the use of its trains on terms similar to those which would be demanded of private individuals for a similar service. Now, I have no hesitation in saying that, as a rule (though there are exceptions, certainly), the Post-office pays higher rates for the conveyance of its letter-bags than would be demanded by the companies of the public for the conveyance of a like weight of parcels; and there have been many instances in which the Postmaster-general has been prevented from serving the public, by affording additional mails, in consequence of rates of charge being demanded, which are far higher than the public pays for similar services.

4250. Captain Huish gave the Committee an account of the award of Lord Blandford, in the case of the York, Newcastle, and Berwick Railway, and he stated that in his opinion that was a very low award; do you agree with him in opinion as to that?—I should rather not express an opinion, if the Committee will excuse me, as to the fairness of the Marquis of Blandford's award; but I must say that the facts stated by Captain Huish must be wrong, especially as to the increase of weight conveyed, and as to the increase in the running speed. As to the increase of the weight conveyed, I must at once admit, that we have no very satisfactory records of the weight of the mails; but I am quite certain that within the time in question the mails cannot have increased to anything like the extent assumed by Captain Huish. As regards the increase of speed, we have the means of making an exact comparison; and the result of that comparison is, that the increase of running speed, which is the only description of speed that should be regarded in such cases, is very little more than half that stated by Captain Huish.

4251. Has that award been adopted?—Yes; the Postmaster-general has not disputed it. It was considered in the office to be informal, and I think there is no doubt that it might have been set aside; but the Postmaster-general, though viewing the sum awarded as high, determined not to dispute it.

4252. Can you give the Committee any information on the case as to the North Union Railway, of which a good deal has been said?—Yes; a good deal has been said by gentlemen who have given evidence before the Committee as to the unfairness on the part of the Post-office of opening awards, by making trifling alterations in the service. I have already, in my former evidence, stated that, so far as my knowledge goes, there never has been an instance of the Postmaster-general making an alteration in the service with a view to opening an award; and I think that, if the Committee will look to the facts applicable to the case of the North Union Railway (which was selected by Captain Huish in support of the view which had been taken by himself and other witnesses), they will see that it does not bear that interpretation. I believe Captain Huish added,

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that this was the strongest case. In answer to Question No. 3059, he says, "I think that is about the strongest case with which I am acquainted." If I show, therefore, that in that case the Postmaster-general has not been influenced by any such views, it follows that in other cases the charge is equally inapplicable. I have a memorandum here, which, with the permission of the Committee, I will read. "North Union Railway Arbitrations.—The first arbitration between the Post-office and the North Union Railway Company took place in 1839, the award being dated 22d March 1839. The service to which it applied commenced on the 1st of October 1838, and payment at the rate of this award was continued up to the 5th of April 1841, being a period of about two and a half years. The second award was dated the 19th of February 1842; and payment at the rate of that award was made for the service performed, from the 6th of April 1841 to the 31st of October 1849, being a period of about eight and a half years. The third award is dated the 6th of April 1850, and payment was made under it for the services performed from the 1st of November 1849 to the 28th of April 1853, being a period of about three and one-third years. The fourth award (just given) is dated the 21st of June 1854, and it will continue in force until a fresh arbitration shall be claimed on either side. It will thus be seen, that the average duration of each of the three awards which have been re-opened has been nearly five years." Now, seeing that the law gives to the railway company (and not to the Postmaster-general) the right to open an award, though there is no alteration, after the lapse of three years, it does not seem that the Postmaster-general, whatever his powers may have been, has exercised them in the manner alleged by the witnesses.

4253. Mr. Saunders, too, if you recollect, in his evidence, says, that the Postmaster-general availed himself of his right to appeal from the award, in the case of the Great Western Railway, by giving some trivial notice, and then desiring that there should be a new arbitrator appointed; you would meet that statement in the same way, would you not?—Yes, I do; Mr. Saunders referred to the case of the Great Western Railway, in support of his allegation. I have a similar memorandum with regard to that railway, which I will also read: "Great Western Railway Arbitrations.—From February 1840 to July 1841, the mails were conveyed by the Great Western Company over portions of their line under agreement with the Post-office. The first award under which payment was made to this company, was that given by Mr. Cornewall Lewis, dated 7th May 1845, and it regulated the payments by the Post-office from the 30th of July 1841 to the 22d of June 1844, being a period of very nearly three years. The second award is dated the 20th June 1848, and it regulated the payments by the Post-office from the 23d of June 1844 to the 30th of June 1849, being a period of five years. The third award is dated 25th January 1854, and it regulates the payments by the Post-office from the 1st of July 1849. This award still continues in force, being a period of five years. It will thus be seen, that the average duration of the three awards has been about 4⅓ years. A new notice, lately served by the Postmaster-general on the Great Western Company for certain alterations of service, which will take effect on the 1st of July 1854, gives to the company the power of re-opening the award if they think proper to do so." This I mention, because it will be recollected that Mr. Saunders spoke of the present award as being very unsatisfactory. That award was not two months old before we served the company with a notice to alter the service, and that enables the company to open the award if they think right. I mention this to show that opening the awards is a matter not considered in the Post-office; the only point for consideration is whether the public service requires that a change shall be made.

4254. Mr. *Wilson.*] In the case of any alteration in the service, however trifling, both the Post-office and the railway company have equally a right to open the award, have they not?—They have.

4255. And in that case, although the Great Western Company complain of the award, they have not exercised the right?—We have just served them with a notice, which will not come into operation till the 1st of July, therefore there has hardly been time.

4256. If they, therefore, are dissatisfied with the award, your having given them notice to alter the service for another purpose altogether, will afford them an opportunity, if they wish it, to re-open that award?—Certainly.

4257. Mr. *Fortescue.*] Can a railway company, after the expiration of three

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years, open an award without any change whatever having taken place in the service?—They can.

4258. Or is a railway company on the same footing as the Post-office, which is only able to do it when some change has taken place in the service?—The company, after the lapse of three years, has a right to re-open the award although no change has taken place in the service; but the Postmaster-general has no corresponding right.

4259. Mr. *MacGregor.*] Do the materials that you have here enable you to say how long it was after the award was delivered that the Postmaster-general altered the service?—I think the date of the award and the termination of the service is stated in the memorandum. The first award was dated the 7th May 1845, and it regulated the payments by the Post-office from the 30th of July 1841 to the 22d June 1844.

4260. Can you state whether the alterations were to take place at the end of the period of years during which the award had effect, or soon after the time at which the award was delivered?—We frequently make alterations in the service; the practice is this: that up to the time when the award is actually made, we generally agree with the companies that it shall extend to all the alterations that have been made pending the award. That is the usual practice; but I simply want to show that the Postmaster-general has not exercised his power in order to obtain frequent awards. The average period during which each award has run has been four years and a third, and seeing that the companies have the power to terminate any award after the lapse of three years, whether the service is altered or not, it is clear that, whatever the powers of the Postmaster-general may be, he has not used them in the vexatious and unfair manner he is alleged to have done.

4261. Mr. *Fortescue.*] Do you recollect Mr. Saunders giving evidence to the effect that the proposed acceleration of the night mails on the Great Western line was impossible?—Yes.

4262. Can you tell us what the proposal really was that was made by the Post-office?—The proposal was to this effect: the Committee is aware that the Postmaster-general has a right to require a train, the speed of which shall be equal to that of any train running on the line, I therefore compare the proposed speed with that of the express train which leaves Paddington at 10 minutes before five. The time that the Postmaster-general allowed for the mail train was 30 minutes more between London and Bristol than that allowed for the express train; but he also required that there should be two more stoppages, and therefore the question is reduced to a very narrow compass; it is simply this: are 30 minutes sufficient for two stoppages? and this is the train the running of which Mr. Saunders pronounces to be impossible.

4263. *Chairman.*] Was not one in the day-time and the other at night?—One starts at ten minutes before five, and the other at five minutes before nine. In the winter, both are in the dark; in the summer, they are not so. Mr. Saunders also speaks of longer stoppages being required for the mail trains, than for the express trains. Now, I cannot admit the correctness of that demand; and, on referring to Mr. Saunders's evidence, it will be seen, that he states as a reason for longer stoppages being required, that the mail trains are of greater length than the express trains; he states that, while the express train consists on the average of five or six carriages, the mail train consists on the average of eleven carriages, that is to say, it is twice as long. Now, there is no doubt that a long train requires more time for its stoppages than a short train; but then it rests with the company to decide whether they will have five or six carriages, or whether they will have eleven carriages by the mail trains. By keeping their traffic within proper limits, there is no doubt that the same progress may be made by the mail train as by the express train; and if the Postmaster-general requires no higher speed than the Legislature has entitled him to demand, it appears to me to be the duty of the company so to regulate its traffic as that that speed shall be maintained, the Post-office, of course, paying accordingly.

4264. Mr. *Fortescue.*] So that there being no necessity for a train of that length, it cannot be that cause which would render the proposed acceleration "impossible" (to use the expression of Mr. Saunders)?—Certainly not; it would probably involve the necessity for the company to reduce the length of their train.

4265. Was the Postmaster-general anxious to carry out this proposal?—Yes; he

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he was very anxious to do so, and I think it would be useful if I were to put in a copy of the correspondence between the Post-office and the railway company, with reference to the acceleration of the night mails, in order to satisfy the Committee, first, of the desire on the part of the Postmaster-general (which they would not at all doubt) to meet the wishes of the public, and second, as to the nature of the difficulties which he has to encounter. I should mention that this correspondence is incomplete, inasmuch as the last application to the company has not yet been answered. (*The Witness handed in the correspondence*).

Vide Appendix.

4266. Mr. *Fortescue.*] Do you remember that Mr. Saunders assumes eight minutes to be the time for stopping and starting the express train, and that he assumes considerably more for a mail train?—Yes.

4267. Do you agree in that estimate?—No, I do not; the Board of Trade estimates the time at six minutes. It will be recollected that Captain O'Brien takes five minutes. I think Captain Huish also adopts five minutes as the amount of hindrance caused by a stop. Then, again, I find that if eight minutes were adopted, it would lead to some rather startling results. I have a memorandum here upon the subject. Mr. Saunders states, in answer to question 3164, that eight minutes is the time lost by the stoppage of the express train; that more time will be required for the stoppage of the mail train (that is in answer to question 3164). That the present running speed of the mail train is from 37 to 38 miles an hour (that is in answer to question 3154); and that under the contemplated acceleration, the running speed would be increased to 50 miles an hour (that is in answer to question 3145). Assuming, for the sake of argument, that Mr. Saunders only demands eight minutes for the stoppage of a mail train, then, as we propose to discontinue four of the present stoppages between London and Bristol, 32 minutes could be gained without any increase in the running speed of the train; but as the total gain of time proposed on this part of the line is only 45 minutes, the speed of the train would only be accelerated so as to gain 13 minutes in the 118 miles. At a running speed of 38 miles an hour, the time occupied, exclusive of stoppages, by a train from London to Bristol would be three hours and six minutes; from which if we deduct the 13 minutes required to be gained, we have 2 hours and 53 minutes as the running time of the train, which will give a running speed of rather less than 41 miles an hour, or nine miles an hour less than that stated by Mr. Saunders. Again, allowing only the same time to be lost by a stoppage of the mail train, as stated by Mr. Saunders to be required for a stoppage of the express train, the running speed of the present night mail train is 44¼ miles an hour, or from six to seven miles an hour more than that stated by Mr. Saunders. Again, assuming the statement that the running speed of the night mail train is only 38 miles an hour to be correct, the time lost by each stoppage of this train is less than six minutes, or two minutes less than that stated by Mr. Saunders for a stoppage of the express train. Finally, there is a night train from London to Windsor (and this is important, because part of the objection is to working in the night), starting at 10 p.m., and performing the journey in 50 minutes, with five intermediate stoppages. Assuming the same time to be lost by each stoppage of this train as by those of the express, according to Mr. Saunders's estimate, namely, eight minutes, and also allowing five minutes for the time lost in getting up the speed in starting from London, and slackening it in arriving at Windsor, the running speed would amount to no less than 252 miles an hour.

4268. Mr. *MacGregor.*] Captain Huish estimates five minutes as the time lost by stopping a train, does he not?—Yes; and Captain O'Brien also states five minutes.

4269. But Mr. Saunders estimates it at eight?—Yes.

4270. Is there not that difference in consequence of the different kind of engine that is used?—I doubt whether Mr. Saunders would be prepared to admit that the broad gauge is inferior to the narrow in that respect.

4271. But does it not grow out of the fact that a different kind of engine is used?—I do not see why it should.

4272. *Chairman.*] Is not the difference in the weight of the train an element to be taken into consideration?—The time required for stopping depends partly upon the speed and weight of the train, and partly upon the resistance of the engine and other breaks; but these are not points that I need go into; this train to Windsor is equally on the broad gauge with the mail train; and if eight minutes are required for a stop in the case of the mail train, they must be equally required in the case of the train to Windsor; then allowing eight minutes for each stop, we come

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come to the absurd result that the train is running at the rate of 250 miles an hour. I prefer appealing to the authority of gentlemen familiar with railway management, like Captain Huish and Captain O'Brien, to stating any opinion of my own as to the time required for stoppages.

4273. Mr. *Fortescue.*] I see Captain O'Brien in his evidence criticises a good deal your observations on the use of averages; is it not the fact that no difference of any practical importance exists between you?—It appears to me to be so; I hesitate in troubling the Committee on a question of abstract mathematics, which this really is, but at the same time I am quite prepared to admit that instead of using the term "each day," I should have used some such term as "individual days," in my statement upon the subject.

4274. You only mean that a high degree of irregularity may co-exist, and in fact has co-existed as a matter of fact with a small average loss of time?—That is all; Captain O'Brien is quite right in saying you cannot have a high degree of irregularity on each day (meaning thereby every day) and a low average irregularity.

4275. Captain O'Brien quotes a former answer of yours; he says, "I wish to refer to an answer of Mr. Hill's, to show that Mr. Hill himself, when it is necessary to compare two periods, takes the average lateness, and that is the proper way to take it." Do you think that is a proper mode of comparison?—I think that averages do well enough for the purpose of comparison; but it is not safe to rely on averages, when the object is to ascertain the absolute amount of irregularity.

4276. *Chairman.*] A merchant, if his letters arrive an hour and a quarter too late four different times in a month, is no doubt very seriously inconvenienced, although the average irregularity of the train by which his letters come may not be very great?—Yes. Captain O'Brien also states that they are prevented from gaining time on some days, so that the gain may be set off against the loss on others; but that is not quite correct. If a train is keeping its time properly, then no large gain can be effected; but, when a train is behind time, we all know that a gain can be effected, and that there is a strong motive to effect it.

4277. Captain O'Brien stated to the Committee, that a lateness of eight minutes in the arrival of the packet at Holyhead must necessarily cause delay in the arrival of the train at Tamworth; does not Captain O'Brien seem to overlook the fact that a considerable margin is allowed at Holyhead for the arrival of the packets, owing to the uncertainty of the weather?—I presume he was not aware of that fact. There is a margin of about three quarters of an hour allowed at Holyhead, to meet the unavoidable irregularities in the arrival of the packet; therefore it is clear that a loss of eight minutes, or even a much greater loss, need not affect the arrival at Tamworth.

4278. Captain O'Brien says a good deal on the question of fixing the rate of speed of the trains on the York, Newcastle, and Berwick line; and he also says a good deal with regard to the conduct of the Postmaster-general in fixing the speed upon his line; he also criticises former statements made by you; have you anything to add to your former statements?—Yes. Captain O'Brien stated, in answer to Question No. 90, that the speed of the night mails, between York and Newcastle, was "fixed without consultation with the railway authorities;" and in answer to Question No. 48, that it is "far higher than the railways would venture to do if left to themselves." In reply, I proved, first, that, with a slight exception, we adopted the speed of their own express train; secondly, that we did consult the railway authorities, and that they in effect concurred in the plan; and, thirdly, that, by law, the company limits the speed in the first instance, and can reduce it afterwards; consequently that it is the company, and not the Postmaster-general, that in reality determines the speed of the mail trains.

4279. Captain O'Brien appears to say in one of his answers, or you seem to have understood him in one of his answers to have said, that the difference between the summer and winter service on his line was in favour of the winter service, contrary to ordinary experience?—Yes; Captain O'Brien thinks I have mis-stated his reply; I should be very sorry to have done so; but on referring to Question No. 24, it appears to me that my account of what he had said was correct; he says in a part of his answer, "and as you will see from these returns it is rather remarkable that in winter we appear to have gained rather more than in the summer months; I attribute that entirely to the anxiety of people to get on as quickly as they could." Then the Return itself appears to me to confirm my statement.

I am

I am now referring to a Return given in answer to Question No. 17; if the Committee will look, they will find a column headed "Average time gained between Newcastle and Berwick," and will see that the gain during the months of November, December, and January was 12, 11, and 11 minutes respectively, being a larger amount than in the other months of the year.

4280. It is 9 in October, and 11 in September, I think?—I have not taken October, but November, December, and January as the three winter months; the average is higher than in the other parts of the year considerably; it is not a material point, but still I should have been very sorry to have misrepresented anything that Captain O'Brien had said.

4281. Mr. *Fortescue.*] Have you any further information you can give the Committee on the subject of fines?—My circular of the 25th of January has repeatedly been referred to, and it is not upon the minutes of the evidence; I have thought it better, therefore, to put it in; and inasmuch as it would be unfair towards the companies to give the circular without giving at least one of the replies, I have selected the correspondence between the Post-office and the York, Newcastle, and Berwick Railway Company, that correspondence being complete, and with the permission of the Committee I should like to put it in. (*The Witness delivered in the correspondence referred to.*)

Vide Appendix.

4282. Mr. *Liddell.*] I believe they refused to accede to the proposition?—They did.

4283. And I believe the practice has not been adopted on any line at present?—No, it has not. The offer was accepted by one company, and was conditionally accepted by a second; but we objected to the conditions, and it is not in operation on any of the lines.

4284. Mr. *Fortescue.*] Turning to the evidence given by Messrs. Badham & Wall with respect to Bristol and Exeter, I find that they told the Committee that the time allowed at Bristol and Exeter was insufficient; have you had any applications for an extension of the time?—I have made inquiry in the office, and cannot learn that any application has ever been made for its extension. The reason assigned for a longer time being required is that the Post-office carriage has to be changed at these stations. So far as the Post-office is concerned, there is no necessity for that change.

4285. It is not a difficulty imposed upon the railways by the Post-office?—No, it is not imposed by the Post-office. I presume it arises from the circumstance of our requiring a travelling post-office between Bristol and Exeter, and to our not requiring it elsewhere; but that same carriage might be employed throughout the line in lieu of the carriage that now carries the mails.

4286. We were told by Mr. Badham, representing the Bristol and Exeter line, that their parcel trade had suffered severely of late years, owing to the change in the system of the Post-office; has any alteration taken place in the system of the Post-office that could have caused any such loss to that company since their line was opened?—Substantially, there has been no alteration, except the establishment of the book post.

4287. Do you know when the line was opened to Exeter?—It was opened partially in the month of June 1841, and it was opened all the distance to Exeter in May 1844.

4288. Then the only alteration that has taken place in the conveyance of parcels by the Post-office since that line was opened has been the establishment of the book post?—The only material alteration. I have before described two trifling alterations, which neutralised one another, as to packets paying the full letter rates.

4289. The same witness told the Committee he had reason to believe that advantage was taken of the book post by parties for conveying other articles, such as silks or muslins for drapers; have you any reason to believe that that abuse really does exist?—The witness spoke very positively to its being so.

4290. The witness says, "I know drapers do get them, to a great extent, at a low rate; I am sure of that;" have you any reason to believe that that is the fact?—No; I have made inquiry, and I need scarcely say, that if it is so, it is a breach of the regulations of the Post-office; but, in order to be quite certain, I put this question to Mr. Bokenham, who is at the head of the Inland-office—"Mr. Bokenham's attention is requested to the following extract from the evidence of Mr. Badham, before the Select Committee on Conveyance of Mails by Railway, now sitting, 3471.—' (Mr. *Hastie.*) Have you any reason to suppose that

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parcels, containing any articles except books, pass through the Post-office at that low rate (the rate of 6*d.* charged on books)?—I know that small parcels for drapers do. If they want silks or muslins they get them in that way; they have told me so.' "Mr. Bokenham will have the goodness to say whether the above statement can possibly be correct. Signed, *R. H.* 26th June 1854." In reply Mr. Bokenham says, "Mr. Badham must, I think, have been misinformed on this subject. In a solitary instance, arising from a pressure of business, it is barely possible for a packet containing muslin or silk to have passed through the post at the book rate, *i. e.* 6*d.* per lb.; but beyond such an accident, it is quite impossible that such articles can have been transmitted through the London office at a less charge than the full letter postage, namely, 2*d.* per ounce. I believe I may say as much as regards the country offices; for it is scarcely possible for such things to have been passed through them at the book rate without the fact coming under my knowledge. (Signed), W. Bokenham. Post-office, 28th June 1854."

4291. Have you received any complaints of delays at Gloucester, which were stated by one witness, Mr. Saunders, to be the fault of the Post-office?—I cannot learn that any complaint has been received from the company, but the matter will be investigated; indeed it has already been investigated, to some extent.

4292. There was a memorial laid before this Committee, from the Manchester Board of Trade; have you any observations to make upon that?—Before going to that point, perhaps the Committee will allow me to observe that Mr. George Frederick Saunders, the secretary to the South Wales line, complains of the company being deprived of a large number of parcels, though he tells us the line has not been opened more than two years. It appears to me, therefore, that if there is any complaint made at all, it should be rather on the part of the Post-office against the company, inasmuch as our carriage even of book parcels preceded the opening of the line by a considerable interval. On the principle advocated by the companies, therefore, we ought to claim compensation in the next award.

4293. There was a memorial from the Manchester Board of Trade, put in by Mr. Boothman; it was unaccompanied by the answer from the Post-office; can you supply that answer?—Yes. I think Mr. Boothman should in fairness have given the answer at the same time that he put in the memorial: I have it here; it is in these terms:

Sir, General Post-office, 18th January 1853.

The Postmaster-general has had under consideration the memorial of the Directors of the Chamber of Commerce and Manufactures at Manchester, enclosed in your letter of the 16th ultimo, and referring to a previous memorial on the 17th July 1851.

I am directed to assure you, that no time was lost in attending to the prayer of the earlier memorial, so far as there appeared to be any prospect of giving it effect; and that after a series of investigations and arrangements of a difficult and complicated nature, it was at length determined, some months ago, to effect an acceleration of the day mail to a certain limited extent, the subsequent delay having arisen from difficulty in completing the necessary arrangements.

To the complete fulfilment of the wishes of the memorialists, his Lordship regrets that there exist obstacles which are, for the present at least, altogether insurmountable.

For such acceleration, however, as is now practicable, the necessary notices, which have been some time in preparation, will be speedily issued, and his Lordship trusts that by the 1st of March next, the mail now despatched from the station at 10 a.m., will be sent by the express train at 9·15 a.m, so as to reach Manchester two hours earlier than at present.

Meanwhile, to put Manchester at once upon the same footing as Leeds, his Lordship will direct that such of the letters as under existing arrangements can be got ready in time be sent by the earlier train (9·15 a.m.), leaving the others to follow by the present mail. An arrangement, however, which, though conceded to the wishes of the memorialists, the Postmaster-general cannot but regard as likely to produce dissatisfaction by the irregularities to which it will lead, and which in the case of Leeds and other towns of the West Riding, it has been found impossible altogether to obviate.

With reference to that part of the memorial which relates to the India mail, I have to assure you that a careful investigation of the facts of the case will show that it is altogether founded on misapprehension, since it is quite inconsistent with long established arrangements that the letters to be despatched from London on the night of Monday should be required to be posted in Manchester on the Saturday.

I have, &c.
(signed) *Rowland Hill.*

To Thomas Bazley, Esq.,
President of the Chamber of Commerce, Manchester.

4294. Mr. *Egerton.*] What was the date of that answer; I see the letter is dated the 16th of December?—It is dated the 18th of January 1853.

4295. Mr. *Fortescue.*] Did you not give evidence before Mr. Cardwell's Committee last Session on the Railway Bill drawn up by the Post-office?—I did; and placed before the Committee a copy of that Bill, which will be found in the Appendix to the Report of that Committee.

4296. *Chairman.*] It has been suggested by several witnesses before this Committee, that greater speed might be attained in the transmission of the Post-office service if there were a more general system of making up bags between one large town and another; for instance, if there were a bag direct from Bristol to Liverpool, another from Bristol to Manchester, another from Bristol to Glasgow, and so on throughout the country; what is the practice in that respect at the present moment?—The practice is for the principal towns to make up bags for one another, especially when they are on the same line of conveyance.

4297. Is there a bag made up between Bristol and Glasgow?—I should doubt whether there is; but it is a fact to which I could not speak without inquiry.—(Mr. *Page.*) I have reason for thinking there is.—(*The Witness.*) My hesitation arose from the extreme distance between the two places.—(Mr. *Page.*) I know there is one between Dublin and Bristol.

4298. *Chairman.*] Is it your impression that a bag is made up direct from all the great commercial towns of England to Manchester?—I doubt if all such towns make up direct bags for Manchester.

4299. It has been suggested that it would be a great advantage to the public if there were a more uninterrupted communication between Manchester and the other parts of England by means of bags expressly made up for Manchester; what is your opinion upon that?—My doubt as to the large towns making up direct bags for Manchester arises from the circumstance of many of them being connected through the travelling post-office, and the travelling post-office makes up bags for Manchester and many other towns. Where that can be done, there would be no gain to Manchester in bags being made up in the towns themselves.

4300. Then we may understand it to be your belief, that generally speaking, there is a direct bag between the large towns, wherever it conduces to speed to make such an arrangement?—Yes, between the very large towns.

4301. It has been suggested to this Committee that nearly all the delays that are complained of in Ireland might be obviated by establishing a sorting post-office on board the packet from Holyhead to Dublin; is that your opinion?—I think that some part of the delay might be avoided by that means; but the Postmaster-general has already adopted measures which are, in effect, nearly the same, that is to say, we have now running a travelling post-office between Chester and Holyhead, in connexion with one of the two mails. It was by means of that travelling post-office that we were able to give the earlier mail to Belfast, which was mentioned by a gentleman who has given evidence this day; and if a like advantage is to be given to Cork, it must also be by means of sorting letters for Cork, and the towns intermediate between Cork and Dublin, in the same travelling post-office.

4302. What space do you imagine would be required in the packet from Holyhead to Dublin, to establish a system of sorting which would comprise the whole of the Post-office service for Ireland?—It would require a very considerable space to perform the whole of the sorting on board the packet; but probably that would be unnecessary; if they sorted on board the packet for the larger towns, perhaps some portion of the sorting might still be performed in Dublin, in respect of the smaller towns. I think there are about 300 post-towns in Ireland; and if the whole of the sorting were to be done on board the packet, then it would be necessary to have 300 little compartments into which the letters would be sorted; to arrange that, would require an office of very considerable size; and to make up 300 bags would also be an operation that would require a good deal of space. But very considerable facilities might, I think, be afforded without attempting so much.

4303. Do you know how many clerks are employed in the establishment at Dublin?—One hundred and twenty-three.

4304. Mr. *Egerton.*] Is the Dublin Post-office under the London General Post-office?—There is a secretary for Ireland who is stationed at Dublin, and who is the head of the department there.

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4305. Would it require a very large increase of clerks to effect the sorting in the packets?—No, I do not think it would require any very considerable increase of clerks; because the time that might be occupied in sorting would be longer than it can be at the Dublin office itself.

4306. It has been stated by gentlemen connected with the commerce of Liverpool, that great acceleration in the delivery of letters might be effected, if the sorting of letters went on in the West India packets, on their passage to this country; do you coincide in that opinion?—These are points to which the Postmaster-general has personally paid great attention; and I believe that it is his Lordship's intention to give evidence upon them before your Committee, should it be convenient to you to receive it.

Captain *Mark Huish*, again called in; and further Examined.

Captain *M. Huish*.

4307. *Chairman.*] The Committee understand that you wish to make a statement to them, with regard to some fact that has been stated in the course of the evidence?—The fact to which I wish to draw the attention of the Committee for a moment, or one of the facts, rather, is the statement made by Mr. Hill, this morning, with respect to the "Illustrated London News," in which Mr. Hill attempts to refute altogether the statement that I made in respect to that paper. The evidence which I gave is not accurately reported in the paper read by Mr. Hill, and was corrected by me before being sent to the printer; but the figures I gave, and the figures he has read, are correct; and to show the Committee that I did not rashly make the assertion, I will read a letter which I have here, and which shows the means by which I arrived at those figures. It is a letter dated "London, 28th June 1854. Dear Sir,—In answer to your inquiry as to the source from which I obtained the particulars of the weight of the "Illustrated London Newspaper," as given in your evidence before the Parliamentary Committee on the Conveyance of Mails by Railway, I beg to say that the information was obtained by personal inquiry at the publisher's office, where calculations were made in my presence, giving the results which I reported to you.—I am, dear sir, your most obedient servant, *F. Harley.*—To Captain Huish, General Manager." The other matter is with regard to the special trains, as to which Mr. Hill, quite unintentionally, has totally misunderstood the remarks I made. When I said no Irishman could cross the Channel, it is evident I could not refer to the railway, which does not carry passengers across the Channel; but that what I meant was, that great expense would be entailed on the Government by the mail packets having no passengers at all, and therefore that a very large addition would have to be made to their contract price to enable them to carry on the service at all, they now relying on the passengers brought by the railway trains, of which they would be totally deprived; so that Mr. Hill has totally misapprehended the nature of the question and answer. I must also correct Mr. Hill with regard to what he calls the theory on which railways were instituted; it is totally a misapprehension on his part. The Liverpool and Manchester, the first of the railways, were specially compelled by their original constitution to be carriers; therefore their being so is not a thing which has grown up in subsequent years. Then with regard to the parcels, Mr. Hill is also under a misapprehension; because it is not the weight only which Parliament looks to with regard to railway companies, it is the quality as well as the weight; and they especially provide in all Acts of Parliament, that the quality and not the weight shall determine the price. Mr. Hill would be right if we were obliged to carry a ton of watches at tonnage rate; but inasmuch as although the company may not open a parcel, they are not bound to carry any without a declaration of the value of it. Mr. Hill's argument, therefore, based upon the question of weight only, has very little reference to the subject.

4308. Mr. *Fortescue.*] Is there not a table of tolls on the Manchester and Liverpool Railway?—There is. Then as Mr. Hill has alluded to an award of the Marquis of Blandford, and does not wish to question it, I do not wish to say a word further upon it, than that I have derived the figures that have been this morning questioned direct from the secretary of the company; and I have every reason to believe they are strictly accurate, for I have compared them with the time-bills. And, lastly, as regards the North Union, I do not think Mr. Hill will find, in any part of my evidence, an allegation that the Post-office ever took undue advantage of the power they possess, when they have had an award they did not like,

like, to open it. The nearest approach to that in anything I said was, that the opening of the awards came singularly near the time when they were made, if the Post-office did not like them. Captain *M. Huish.* 29 June 1854.

4309. Why do you suppose there is this table of tolls upon the railway, if it was not intended that other parties should run upon the road?—I did not say that that was not intended, and other parties do run upon the Liverpool and Manchester road, paying toll; but by the original constitution of railway companies they were compelled to be carriers.

4310. I think I must call your attention to one answer which you gave, in justification of Mr. Hill's criticism. In answer to Question No. 2840, in arguing the expense that a special train, such as was described, would put the Post-office to, you spoke not merely of how an Irishman would cross the Channel, but you spoke of reaching the outskirts of the system, and you said you did not know how any passenger would get to Inverness or the North of Scotland; there is no Channel there?—But there is a mail coach, which has to be paid by the Post-office, and with which the railway has no connexion; and that mail coach would cost the Post-office a great deal more money, if it had not the opportunity of carrying passengers.

4311. Do you not think Mr. Hill's interpretation was a very natural one?—I do not think he will say so if he reads the question again.

Lunæ, 3° die Julii, 1854.

MEMBERS PRESENT.

Mr. Liddell.	Mr. Horsfall.
Mr. J. W. Patten.	Mr. Wilson.
Mr. Thompson.	Mr. Egerton.
Mr. MacGregor.	Mr. Milner.
Mr. Blackett.	Mr. Fortescue.

JOHN WILSON PATTEN, Esq., IN THE CHAIR.

The Right Hon. Viscount *Canning*; Examined.

4312. *Chairman.*] WILL your Lordship have the kindness to inform the Committee what has been the increase of business in the London department of the Post-office during the years 1852 and 1853?—I can state the increase in the year 1853 as compared with the year 1852; the year 1852 being a year in which I had no experience in the office. In the year 1852, the number of letters passing through the inland-office was 140,994,160. In the year 1853 they increased to 146,314,053. In the London district-office, in the year 1852, the number of letters was 41,043,115; and in the year 1853 they had risen to 42,998,713. Right Hon. Viscount *Canning.* 3 July 1854.

4313. Can you state what has been the increase with regard to newspapers within the same period?—As regards the inland-office, I can. The number of newspapers in the year 1852, was 44,470,250. In the year 1853, the number was less; it was 44,427,300. It is difficult to give confidently any satisfactory explanation of that decrease, but I am inclined to think it may be fully accounted for by the change which took place in the beginning of 1853, in regard to the time of posting letters and newspapers for the early post. At the beginning of that year, an acceleration was made in the day-mails, with a view of enabling the letters to be delivered in various important towns in the North and West of England in time for business hours; and in order to effect that, not only an acceleration of the mails, but an earlier departure of them in the morning, was necessary. That made it necessary to advance the hours at which letters could be received at the post-offices and receiving-houses; and that, to persons sending newspapers, and to some extent, correspondence generally, was an inconvenience which was a good deal felt at first; but I believe the public are now satisfied that it was not more than a fair price to pay for the great convenience which was given to the towns at a distance from London.

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4314. You have no record, I believe, of the number of newspapers passing through the London district office?—No.

4315. That never has been kept?—I believe not; certainly not of late.

4316. Can you state the number of letters on various subjects received in the Secretary's office, as shown by the registry of papers kept in that department?—The number of letters received in the Secretary's office in 1852 was 40,647, and the number received in 1853 was 47,535.

4317. Mr. *Wilson*.] There was an increase, then, of nearly 7,000?—Yes, very nearly 7,000.

4318. Mr. *Egerton*.] Why is there a distinction made with regard to letters received in the Secretary's office?—The letters received in the Secretary's office are letters addressed to the Postmaster-general on every variety of business.

4319. Personal letters addressed to the office?—Yes, addressed to the office.

4320. Mr. *Horsfall*.] Not letters of complaint?—No, but including letters of complaint. They include the whole official correspondence; foreign letters, colonial letters, and others.

4321. *Chairman*.] Do the numbers you have given include all the letters that are received in the Secretary's office?—No, there are a great many letters that are not registered at all; for instance, a letter that relates to some matter that has already been before the office, and which is in continuation of a matter already under treatment, would receive no new registry; it would be put with the letters that had preceded it, and would not be counted.

4322. What is the number of letters on various subjects despatched from the Secretary's office?—The gross sum in 1852 was 33,058, and in 1853, 33,648.

4323. Can you divide them into subjects at all?—Yes; the largest numbers are those which are addressed to postmasters and surveyors; those to postmasters, in 1852, were 3,850; in 1853, 1,589; those to surveyors were, in 1852, 3,803; and in 1853 they were 5,143; those to secretaries in Ireland and Scotland in 1852, were 2,867; and in 1853 they were 2,602. To the public generally 17,963 in 1852, and 19,484 in 1853; to the public departments, except the Treasury, 779 in 1852, and 805 in 1853; to the Treasury, apart from the other public departments, 516 in 1852, and 552 in 1853; to railway companies and to the arbitrators, 226 in 1852, and 220 in 1853; foreign and colonial, 3,054 in 1852, and 3,253, in 1853.

4324. Can you state the number of minutes on various subjects laid before the Postmaster-general by the Secretary and Assistant Secretaries?—In 1852 the number was 11,536, and in 1853, 14,089.

4325. Can you give the Committee the number of registered papers referred to surveyors?—In 1852 the number was 12,045, and in 1853, 13,606.

4326. Will you state, if you please, what has been the increase of business in the Post-office service in the years 1852 and 1853?—The estimated number of chargeable letters delivered in the United Kingdom in 1852, as appears by a return already before The House, was 379,501,499, and in 1853 it was 410,817,489.

4327. What was the number and amount of money orders issued in the United Kingdom during the same period?—The number of money orders in 1852, was 4,947,825, and the amount of them 9,438,277*l*.; in 1853 the number was 5,215,290, and the amount 9,916,195*l*.

4328. Mr. *Wilson*.] Being an increase of nearly half a million in one year?—About that.

4329. *Chairman*.] Can you state what was the number and amount of money orders paid in the United Kingdom during the two years of which you have spoken?—The number paid in 1852 was 4,942,859, and the amount 9,423,719*l*.; in 1853 the number was 5,213,065, and the amount 9,920,296*l*.

4330. What is the number of new money-order offices established in the United Kingdom in the same two years?—Forty-six were established in 1852, and 62 in 1853.

4331. Can you give the Committee an illustration of the increased accommodation which has been extended to the public in regard to the establishment of new post-offices?—Yes; in the year 1838, the number of post towns in the United Kingdom was 1,185, and the number of sub-offices was 1897, making a total of 3,082. In May 1854, the number of post towns in the United Kingdom was 974, and the number of sub-offices 7,121, making a total of 8,095; the Committee will observe, that the proportion of post towns, as compared with sub-offices,

offices, is very different now, for, in 1838, the number of post-towns was 1,185, and the number of sub-offices 1,897, whereas in 1854, the sub-offices had increased to 7,121.

4332. Mr. *Wilson.*] Can you explain the reason of that?—The use of railways has tended in a considerable degree to enable the Postmaster-general to diminish the number of post-offices; though, of course, the requirements of the public demand that offices of some sort should be multiplied, and that has been done by increasing the number of sub-offices. The main difference between a post-office and a sub-office being, as the Committee are probably aware, that a post-office, properly so called, keeps an account with the General Post-office, whereas a sub-office keeps an account only with the post-office to which it is attached; but there is no difference between the two, as far as the accommodation of the public goes.

4333. *Chairman.*] Has there been any increase of foreign and colonial mails?—Yes, there has; a new contract was negotiated in 1853, and has lately been completed, for the conveyance of the Australian mails by the General Screw Steam Company; and use has been made of a line of Canadian packets established between Quebec and Liverpool. There is, further, at the present moment, under negotiation, an arrangement with a company that is running fast steam vessels between Liverpool and South America, with a view of doubling the accommodation between England and the South American ports.

4334. Are the mails for the Mediterranean, India, and China, *viâ* Southampton, made up oftener now than they were in the previous year?—They are.

4335. Twice in every month, instead of once, I believe?—Yes.

4336. Are mails for Australia sent once in two months by the same company's packets, *viâ* Singapore?—Yes. I may state, also, that in April 1853 a line of mail-packets was established between Liverpool and Quebec, under a contract with the Canadian Government.

4337. In June, August, October, and December, 1853, were mails forwarded to the Australian colonies in the alternate months, when no mails were despatched *viâ* Singapore, under special contracts made by the Postmaster-general?—Yes.

4338. Will you have the goodness to state to the Committee what measures have been taken to meet the increase in the Post-office service throughout the kingdom and in the colonies, &c., during the years 1852 and 1853?—The number of additional persons (after deducting the number whose services have been dispensed with) appointed to the Post-office service, in the United Kingdom and the colonies, &c., in 1852, was 1,298, and in 1853, 1,220.

4339. Those were additional?—Additional in each year.

4340. What was the additional cost of that increase of force?—The additional cost was, in 1852, 19,615 *l.*, and in 1853, 26,358 *l.*

4341. Can you state what has been the increase in the number of letters for the Liverpool delivery?—The number of letters for the Liverpool delivery has increased from 204,359, in one week in January 1853, to 298,435 in one week in May 1854, not far from 50 per cent.

4342. Was there any particular cause for that, do you know?—The general increase of business, and perhaps an increase in the frequency of some of the foreign colonial mails coming to Liverpool, as against those sent to other ports.

4343. Do you know the number of money orders issued and paid in Liverpool in the month of January 1853?—Yes; in January 1853 the number was 26,974, and in May 1854, 30,272.

4344. Has there been any increase in the Post-office establishment at Liverpool since January 1853?—Yes, there has been a considerable increase; 10 additional clerks, and three additional stampers, have been appointed, at an expense of 756 *l.* a year; and it will be necessary to increase the staff of that office still further.

4345. Will your Lordship have the goodness to state what increased accommodation has been afforded to the public within the last few years?—As regards the posts in England, the first beginning of any considerable increase was in 1851, when a revision of the rural posts was commenced, and one of the main objects of that revision was to increase the free delivery of letters round various post towns. I can give the effect, measured by the number of letters now delivered in some of the most important towns. In Leeds, the number of letters delivered weekly in consequence of that arrangement, was 5,765, at an annual cost of 1,290 *l.*; in and round Glasgow, 5,201 letters, at a cost of 1,086 *l.*; in and round Taunton,

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2,939 letters, at a cost of 638 *l.*; in and round Bristol, 2,782 letters, at a cost of 604 *l.*; in and round Salisbury, 2,373 letters, at a cost of 515 *l.*; in and round Stirling, 2,236 letters, at a cost of 484 *l.*; in and round Hull, 2,037 letters, at a cost of 430 *l.*

4346. Mr. *Liddell.*] Will you be good enough to inform the Committee what is the limit fixed by the Post-office within which letters are delivered free?—There is no fixed rule for it; it depends very much upon the nature and extent of the population. In some towns which are comparatively small, the letters are delivered over a larger area than they are in the case of larger towns.

4347. Mr. *Egerton.*] We have had evidence that in the Potteries, within half a mile, there is an additional charge of a penny made; and I think it was stated that there were no actual instructions from the Post-office as to that charge?—It may be true that there are no actual instructions as to the number of miles or yards over which letters must be delivered free; but I am not able to say whether the arrangement was made without authority from the Post-office.

4348. Suppose the house were a mile distant from the Post-office, and the man asked two-pence in addition to the penny chargeable by law, what remedy would there be in such a case as that?—The remedy would be this: the person of whom two-pence was asked would certainly make a complaint of it, and if it was found that a letter-carrier had delivered a letter within his walk for which he was not authorised to charge, and that he claimed two-pence for the delivery of it, he would be dismissed.

4349. Mr. *Wilson.*] Are those details necessarily left a good deal to the district surveyors?—Yes, the recommendations as to the arrangements which should be made are generally in the first instance received from the district surveyors; in nine cases out of ten they and those employed under them are persons in whose judgment the Post-office can repose confidence, and the arrangement which they recommend is sanctioned. If there should be any inequality or injustice in it, the Post-office is sure to hear of it, and then the matter undergoes revision.

4350. Those are matters of detail, which are left very much, in point of fact, to the district surveyors?—Certainly.

4351. *Chairman.*] Will you state, if you please, what increased accommodation has been given to the public since January 1853 with regard to the rural post?—Since January 1853, 850 additional sub-offices have been opened, 389 additional rural post letter-carriers have been appointed, and 59,776 letters a week have been delivered free.

4352. Where they were not delivered free before?—Yes; that being at the rate of 3,108,352 letters in addition, delivered free during the year.

4353. What has been the increased cost of that service?—£. 7,479 a year.

4354. What is the principle which is adopted in the Post-office in calculating the expense of new rural posts, and the rule as to establishing them?—A new rural post is established as soon as there is reason to believe that it will pay.

4355. How do you make the calculation, whether it will pay or not?—The letters are calculated one way; that is, the incoming or outgoing letters, it does not matter which, as bringing in a penny a piece to the revenue; and if that penny will pay the expenses of a free delivery from the neighbouring post town, it is always given.

4356. Mr. *Wilson.*] That is the bare prime cost?—Yes, the bare prime cost; with this qualification, however, that the letters are only taken one way; we do not count both the incoming and the outgoing letters, for this reason; that if we did, we should have nothing to set against the expense of those letters in the main offices, and in other parts of the country where they have to be received or delivered, as the case may be.

4357. The whole of the money received in respect of a particular service cannot be considered as applicable to that one service?—No.

4358. But must contribute its share towards the general expenses of the establishment at large?—Yes; I may mention as an illustration, that if villages within a distance of eight or nine miles received 168 letters a week, we should appoint a messenger at 14 *s.* a week to deliver and collect the letters free. In a very remote and thinly populated district, the letters would, perhaps, afford a post three days a week only. We have not at present attempted, as a rule, to deliver at every house, but the letter-carriers deliver from house to house as they go along; and if the correspondence of any single house, though in a more isolated and remote situation, is at all considerable, it is usually included in the letter-carrier's round.

4359. *Chairman.*]

4359. *Chairman.*] Will you mention any towns in which increased accommodation of this kind has been given?—I may mention as examples, that in Bolton three additional receiving offices have been established, at an expense of 18 *l.* a year. In Bradford (Yorkshire) four additional letter-carriers have been appointed. The deliveries have been accelerated, and an evening delivery has been established for the distribution of about 300 letters a week, which before that time had been detained until the morning after their arrival.

4360. What is the expense of that?—The expense of that increased accommodation was 172 *l.* a year; the deliveries in Brighton have been improved and accelerated by the employment of additional force, at an expense of about 110 *l.* a year. In Glasgow 10 additional letter-carriers have been appointed for a similar purpose, at an expense of about 420 *l.* a year. A fifth collection of letters from the receiving-house has been established, three additional receiving-houses have been opened, and carts have been substituted for messengers to collect the letters, thereby giving longer time for posting.

4361. What has been the expense of that?—About 120 *l.* a year. In Hull the time occupied in the morning delivery has been reduced from three hours to about two and a quarter; and an additional force has been put on at an expense of about 63 *l.* a year. In Leeds the limits of the free delivery have been extended so as to include 400 additional letters weekly; the other deliveries have been accelerated, and six new receiving-houses have been opened; the expense incurred in respect of the additional force being 246 *l.* a year. In Newcastle-on-Tyne a mid-day delivery has been established for the earlier distribution of letters arriving by the morning trains from Carlisle, Shields, Sunderland, &c.; and the morning and evening deliveries have been accelerated. The expense of this has been about 140 *l.* a year. At Wolverhampton arrangements have been sanctioned, and are in progress, for completing the morning delivery in two hours and a quarter instead of in four hours, besides expediting the commencement of the service. The expense of that has been 172 *l.* a year. Since January 1853 as many as 42 additional clerks have been appointed to various country post-offices (exclusive of 10 for Liverpool), for the purpose of expediting the commencement of the deliveries, insuring punctuality, &c., in the despatch of mails, and generally to improve the arrangements of the service. The expense of that has been about 2,400 *l.* a year.

4362. Can you give the Committee any information with regard to the number of arbitrations which have taken place between the Post-office and railway companies within the last few years?—The number of arbitrations in 1853 was only four. Since the 1st of January 1853, twelve cases have been sent to arbitration; and there are at present ten arbitrations pending. Previous to 1853, the number of arbitrations was considerably larger. In 1848, there were thirteen arbitrations; in 1849, ten; in 1850, thirteen; in 1851, eleven; in 1852, eleven; and in 1853, as I have already stated, four.

4363. Do you find any inconvenience arising from the present Act of Parliament, in the mode in which these arbitrations are carried on?—I think that the system of arbitration has not worked satisfactorily either to the Government, the Post-office, or the public.

4364. In what way do you think it has not worked satisfactorily?—Mainly, from the uncertainty which it throws over every suggested improvement in which railways are concerned. I also think that some of the arbitrations have been very costly to the public; but that, of course, is a matter upon which opinions may differ; as to the uncertainty of the arbitrations there can be no doubt.

4365. Do you find that under the present system of arbitration the same services have been remunerated at different prices?—Yes; I am inclined to think that that has been the case.

4366. Can you suggest to the Committee any other mode of deciding these cases, than the mode which is acted on at present?—I think that one of the causes of the evils existing under the present system of arbitration, arises from the character of the umpire; when I say that it arises from the character of the umpire, I mean, that although he may be, and no doubt is, perfectly trustworthy, morally speaking, he is very often without much, and sometimes without any, experience either of post-office requirements or of railway management; and I think, therefore, that any new arrangement that would remedy that, would be attended with advantage. I am not prepared to suggest any new arrangement that would meet the views of all parties concerned; but I am inclined to think

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that if the selection of the umpire were left to some other authority thay that of the two arbitrators, it might be an improvement. I think that if the selection of the umpire were left to some judicial authority, for instance, it might be of advantage; but at the same time, even that would not entirely remedy all the inconveniences which exist in the present arbitration system. It would still leave a certain element of uncertainty, and I should greatly prefer, if it were possible, (and I am not prepared to say it is possible), that something approaching to a fixed rate of payment (I mean a rate fixed according to the conditions of each case) should be laid down.

4367. Mr. *Wilson*.] Do you not think that, practically, in the management of the Post-office, it would give immense facilities to whoever might be at the head of that establishment, if he were enabled to regard any proposed alteration as a matter of certainty with reference to the principle upon which he would be enabled to make it, and if there existed some definite principle upon which he could calculate the cost of any alteration that he proposed to make, instead of leaving the whole thing open to uncertainty in an arbitration?—I think that would be a very great advantage.

4368. Does not the uncertainty which at present exists practically deter the consideration of a great many schemes which might otherwise be entertained?—It does.

4369. If there were some general rule laid down upon which the Postmaster-general could calculate at once, it would enormously facilitate, would it not, the progress of improvement in regard to the general arrangement of the postal communication of the country?—Very much.

4370. Mr. *MacGregor*.] I do not think we have heard in the evidence of any case in which the public service has been either prevented or retarded in consequence of the arbitration principle existing?—I think that such cases have occurred; cases, I mean, in which the Postmaster-general would have been ready to entertain schemes of acceleration or improvement, if he could have foreseen beforehand what the cost would be in the payment of the railways; or, if he could foresee it even to such an extent as to feel secure that the revenue would be guarded against some claim which, measured against the convenience conferred, would be unreasonably large.

4371. In the course of the evidence a question has been a good deal considered, as your Lordship, no doubt, is aware, as to any possible improvement of the arbitration system; but I am not aware that any other system has been suggested that would be so just as that existing at present, of each party choosing an arbitrator, and the two arbitrators so chosen fixing on an umpire. I do not know what good reason can be assigned for taking away from the arbitrators, who it may be supposed, in the first place, will be able to settle the compact between the Post-office and the railway company, the power of appointing the umpire. It would seem, would it not, that there could be no juster mode adopted than that the two men who are endeavouring to settle the matter, but find themselves unable to do so, appointing a third party as an umpire by mutual consent?—It is difficult to argue against the justice of the system of arbitration, but in practice it has, in my opinion, tended to a great uncertainty in the amounts which the Post-office have to pay for the services performed. I attribute it to thefact that the umpires selected by the arbitrators are, as I stated just now, very frequently persons who, with the fullest intention to decide impartially and justly, do not bring to their decision a sufficient amount of knowledge and experience of the matters on which they are consulted.

4372–3. Mr. *Wilson*.] Is there not a great want of uniformity in the decisions which have been come to?—Very great.

4374. Mr. *Thompson*.] Do you conceive the duty of arbitrating between the railway companies and the Post-office to be distinct from the duty of appointing an umpire by those parties who fail to agree as arbitrators?—Do you mean to ask me whether I think the two duties ought not to be thrown on the same person?

4375. Yes, being separate duties. I wish to ascertain your opinion upon that subject, for you may perhaps conceive them to be very fit to be arbitrators as regards the Post-office and the railway companies, but not with reference to the appointment of a properly qualified umpire?—I cannot say that the selection of an umpire is a duty which ought to be kept separate from that of arbitrating; but I can conceive inducements which might act upon the arbitrators on both sides,

sides, tending to make them select, by common consent, persons who, being unobjectionable to either party, had very little knowledge and experience either of the Post-office service or of the railway service. I think that arbitrators would be perhaps in many cases likely to select a person of that description, rather than a person who, having had experience on one side or the other, might justly or unjustly be supposed by one party or the other to have a bias.

4376. I understood you to say, that in your opinion the duty of appointing an umpire might be left, with advantage to the public, to some judicial authority?—I think so.

4377. Mr. *Liddell.*] Has it ever occurred to you that it would be practicable to lay down anything like a fixed scale of charges for the service that might be fair both to the Government and to railway companies; such, for instance, as a scale laid down by actuaries appointed on both sides; has any scheme of that sort ever occurred to your Lordship's mind as one that would be practicable and fair?—The only scheme of that kind which has appeared to me likely to be practicable is of this nature: that a fixed rate of profit should be laid down as that which should be due to a company for running a train under particular circumstances, without attempting to fix, what must vary greatly according to the line in question, the bare cost at which the train may be run. It appears to me possible, for instance, that Parliament should say that a railway company called upon to run a train at certain hours shall be entitled to claim not less than a certain per-centage upon the bare cost of that train, that per-centage varying according to the hour of the day or night, and according to some other circumstances; but it appears to me that it would not be possible to lay down a rule that a certain sum absolutely shall be paid for the service, attempting thereby to decide beforehand what the expense of the service to the company will be.

4378. Mr. *Wilson.*] The character of the services being so variable, it would be impossible, you think, to fix any specific sum?—Certainly.

4379. Is it not the case, that any person competent to form such an accurate opinion as to secure anything like uniformity of decision must necessarily possess, or at all events should possess, a great deal of technical and practical knowledge, both as regards the Post-office, and as regards the general principles of running railway trains?—I do not think that it is necessary that he should have a technical and practical knowledge himself; but I think he should have some general knowledge of railway matters; and it would also be desirable, I think, that he should have some knowledge of the practice and the service of the Post-office.

4380. Mr. *MacGregor.*] Among the list of those who have acted as umpires, I find the names of Sir James Graham, Sir William Molesworth, Lord Eglintoun, Lord Wrottesley, and Mr. Roebuck; where would you find men more competent to deal with any question submitted to them, supposing the arbitrator appointed by the Post-office and by the railway companies each to submit their view of the case to such an umpire?—I think I stated, when speaking of the qualifications of the umpires, that I was very far from impugning their moral qualifications, and the names you have just cited would at once show that I should not have been justified in it if I had ventured to do so; but those persons are not, so far as I am aware, persons possessed of any experience in railway matters, or in matters affecting the postal service; I do not know that any one of them has given his attention to that sort of business, and I do still think that some knowledge of the business, that some aptitude to sift, to appreciate, and to judge of the statements put before them by the arbitrators, would be a very great advantage to a person called on to act as umpire.

4381. Mr. *Wilson.*] You do not at all intend to insinuate that the umpires who have been appointed have not acted conscientiously, and to the very best of their ability; all you mean to object to is, that although they have been men of high honour, of great integrity, of high standing, and of high moral character, yet you do not believe that they have had a sufficient amount of practical acquaintance with the subject, so as to produce anything like uniformity of decision, and you perhaps think that their want of uniformity is the best proof that no general principle has been followed?—That is my meaning.

4382. Mr. *MacGregor.*] Can we expect uniformity of decision in cases in which the circumstances are perpetually differing?—No; but when I spoke of the want of uniformity in the decisions of the umpires, my meaning was this; that in cases where the circumstances were the same, or nearly the same, the decisions were very far from being the same; and that in cases where the circumstances

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varied, the variation of the decision was out of all proportion, in my judgment, to the circumstances.

4383. Seeing that the Post-office appoint professional gentlemen, such as Major Harness, who we all know, and Major Williams, and that these gentlemen have a succinct knowledge of what has been going on in all arbitrations in which the Post-office has been concerned, and that the railway companies appoint such arbitrators as they think fit, and those arbitrators appoint the umpires; how, do you think, can that system be improved? If in some cases the Postmaster-general may have had occasion to feel that the sum the Post-office has had to pay has been rather high, yet the system seems to be one, does it not, which contains the elements of justice, and with which the public should be satisfied?—I can only say, that I think if some knowledge of the subject were possessed by the umpire, it would give a great advantage to both parties concerned. I may perhaps be allowed to give an illustration. It is not very long ago since a gentleman who had been appointed as an umpire with regard to a considerable payment to be made by the Post-office to a railway company, told me, before I had seen his award, that he had completed it, and that he should be glad to know whether I considered it a satisfactory one. I said I had not seen it, and he thereupon told me what the principles were which had guided him. He said he had ascertained the weight of the mails, the space they would occupy in the train, the weight of the carriage, taking of course hours and speed, and all the other ordinary elements into account, and that he had made allowance for the certainty of the service, which was to be twice a day. When I saw the award I found that it was in my own estimation and in the estimation of others having Post-office experience, a very large one, and I found that the allowance which he had made on account of the certainty of the service was very insufficient; and I say it was very insufficient, not only as a matter of opinion, but because it bore no comparison to the allowance made for the certainty of service in other cases; for instance, in that of taking a season ticket on the railway. I believe that the allowance made to those who take season tickets, in consideration of the service they will call upon the railway to perform being a certain one, is very large indeed. I think I have heard that in the case of the Brighton Railway, for instance, whereas threepence is about the price paid per mile for a first-class ticket for a single day, a six months' ticket, or a yearly ticket, would enable a passenger to travel every day at a rate of something below a halfpenny a mile, instead of threepence. Now the allowance which was made in the case of the arbitration to which I have referred, on account of the certainty of the service, bore no proportion whatever to the diminution to which I have referred.

4384. Mr. *Liddell.*] Does a season ticket on a railway enable a person to carry as much luggage as he likes?—No, it does not, I believe; but I only referred to a season ticket to illustrate the one point of the certainty of the service. As regards the carrying of luggage, the umpire to whom I just now referred had fully taken that into account, inasmuch as he had been furnished with the weight of the mails, the bulk of them, and the space they occupied.

4385. The bulk is very uncertain as regards the Post-office, is it not, although the service is certain?—No doubt it varies; but I mentioned that all the particulars of the weight and of the bulk had been furnished.

4386. Mr. *Egerton.*] I understood your Lordship to suggest that the judges should be called on in some way to name an umpire?—Yes.

4387. The knowledge of the judges lies chiefly among members of their own profession, or, if they have been in the House of Commons, among Members of the House of Commons; therefore you would get very much the same class of men appointed, would you not; either a barrister or a public man, a Member of the House of Lords, or House of Commons, or a professional man. I do not see what advantage you would obtain by throwing that additional duty on the judges?—It was more with a view of putting it into undoubtedly impartial hands.

4388. Does it not occur to you, that if the appointment rested with the judges, you would get the same class of men, probably, named as umpires?—I think that the judge would look for a person whom he supposed to possess some practical experience; and I think that the difficulty in securing a person of practical experience under the present system is, that both sides are very often apt to think (I have no doubt unreasonably in many cases) that a person of practical experience must have a bias one way or the other; but when I said the judges, I had no particular

particular officer in view; a judge conjoined, perhaps, with the president of the society of civil engineers would answer the purpose.

4389. Have you had many arbitrations with which the Post-office have been dissatisfied on account of too large an amount having been, in their judgment, awarded?—There have been some.

4390. But you have reason, on the part of the Post-office, to feel generally dissatisfied with the awards which have been made by private individuals?—I think that some of them have been too high, but, as I said before, I think the chief objection is the uncertainty of them.

4391. There have been complaints made, as I have been informed, about the surveyors; that they are not supposed to be as well acquainted with the wants of their particular districts as might be expected from such officers, and that people have great difficulty in ascertaining where the surveyors reside; is there any means of ascertaining where they are to be found?—The duties of a surveyor are very arduous; there must always be some difficulty in finding a surveyor at a moment's notice, because his business is to be moving about, and looking after the arrangements in his district; but I think there are some surveyors in the Post-office against whom no complaint of insufficiency, or any complaint as to there being a difficulty in finding them has been made.

4392. I mentioned the subject because some of the witnesses have said that it would be one of the greatest reforms that the Post-office could make if there were greater means of ascertaining where a surveyor is, and of instructing him as to the wants of his district?—I have heard it suggested that the surveyors are not numerous enough; there are seven for England, and two for Scotland; but there would be considerable inconvenience in increasing their number; for, if you do increase them, you increase the tracts of country which are upon the boundary of two districts; and making new arrangements in those tracts of country is attended with much more difficulty and delay than is the case in tracts of country which are under the jurisdiction of a single surveyor; therefore it has been the policy of the Post-office to keep down the number of surveyors as much as the nature and extent of their work, which is severe, will allow.

4393. Mr. *Wilson*.] The larger the district the more complete must be the system, in order for one man to survey it?—Certainly; there are many qualifications essential to making a good surveyor, and perhaps none is more essential than that he should take a large view of his duty, and not consider himself as advising solely upon the postal arrangements in what is nominally his district.

4394. A diminution of districts would necessarily tend, would it not, to make surveyors keep their attention fixed more particularly to distinct localities?—It perhaps might have that effect, but it certainly would have the effect of enlarging the tracts of country which lie upon the frontiers of two different districts, and those tracts of country are the most difficult to make new arrangements in, or to make alterations in. With respect to finding out where a surveyor resides, that can be ascertained at any post town in his district at once.

4395. Mr. *Egerton*.] He is always on the move, is he not, making circuits?—He is, very much.

4396. Does he give notice when he is coming into a particular district?—That would depend very much upon the business in which he was engaged; if it was a general revision and re-arrangement of the post for the convenience of the district, he would; but it sometimes happens that he is sent on business with respect to which it is desirable that he should not give notice that he is coming into a particular part.

4397. Mr. *MacGregor*.] Let me return for a moment to the question of arbitration. You have referred to season tickets on a railway; the great reduction made in the case of season tickets is because they are looked upon as something in the nature of decoy ducks, and because, where 100 season tickets are sold, the supposition is that 500 or 1,000 passengers will, in consequence, travel upon the line; but I cannot see any parity of reasoning which should induce one to apply that system to Post-office service. On the contrary, it may be argued on the part of the railway company, that 12 trains a day would convey all its traffic; but the Postmaster-general requires that a thirteenth train should be run, and then the traffic which the railway company calculates they will carry by 12 trains is divided among 13; and that therefore introduces, does it not, a new element for arbitration or payment?—But might not, in such a case, the 12 trains be reduced to 11? I can conceive that such a case might occur.

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4398. Mr. *Wilson*.] It would necessarily become an element in the consideration of the umpire whether the train proposed to be put on must be entirely additional, or whether it could be made to fall in with the convenience of an existing train?—Undoubtedly; and the very fact that these nice balances of advantages and disadvantages come into the calculation of an umpire tends to show, I think, that a person acting as umpire should have had some little experience of railway matters and of Post-office service.

4399. Mr. *MacGregor*.] Does your Lordship wish that the appointment of an umpire should be carried so far that he should himself be personally cognizant, either of the minutiæ of Post-office service, or of railway management?—I think I have said, in answer to a question put to me by Mr. Wilson, that I did not conceive it was necessary that he should be acquainted with technical details; but that I think it very desirable that he should have some knowledge of the service which he has to examine into and to decide upon; I think it can hardly be considered that an umpire should be in the position of a jury having to decide upon bare facts.

4400. Has he not the power to call for any amount of evidence he may think fit?—He has; but the power of calling for evidence is not so valuable in the case of a man ignorant altogether of the business upon which he is judging as it would be in the case of a man who from previous knowledge knew where to look for deficiencies, and for what sort of evidence he ought to call.

4401. Mr. *Wilson*.] Suppose in the city of London two merchants agree to refer a case, whether relating to shipping or to some commercial transaction, to arbitration, you would suppose, would you not, that the arbitrators, in fixing on an umpire, would select a person who, if not a merchant, had been an accountant, a man largely engaged in commercial pursuits, or perhaps a commissioner in the Court of Bankruptcy, where his attention had been extensively called to mercantile matters, though not necessarily by any means technically acquainted with them, rather than a lawyer having chambers in Lincoln's-inn Fields, whose mind and attention had perhaps never been called to such subjects before?—I think that would be a wise course.

4402. It is not mere technical information that is required in the case of an umpire who has to arbitrate between the Post-office and the railway companies?—No, he should have general information.

4403. Mr. *MacGregor*.] I recollect once a case being tried upon the subject of the maceration of flax. The judge was Sir James Park, and the present Chief Baron Pollock and Mr. Creswell were the counsel. I was on the jury, and as we none of us knew anything about flax, we were compelled to form our judgment from the evidence before us. I do not suppose that the judge knew more about it than we did, and we therefore were dependent upon the evidence that was brought before us; and it occurs to me that the arbitrators and umpire, having power to go to any extent in the way of evidence, can make themselves as much masters of any matter submitted to them as any judge and jury could who are sitting for the purpose of coming to a judicial decision?—A judge, I apprehend, decides upon the law of a case, which he is, of course, competent to deal with; the jury decide upon the facts, and they are assisted in coming to a decision by the counsel and by the judge, who bring out and put before their minds all the information that can be extracted by practice and legal experience, and which appears to them to be useful in deciding upon the facts. Now, an umpire, if he has no knowledge of railway matters or of Post-office matters, may very likely feel that there is some deficiency in the evidence put before him, and may not know exactly what evidence to call for to supply the deficiency; or matters may be left out of the account in the evidence put before him which ought to be taken into consideration, and he may not be able to hit the blot and call for the wanting evidence.

4404. Mr. *Egerton*.] Is it not the fact, that in the case of an arbitration the Post-office is represented by a man fully acquainted with all the wants and requirements of the service, and that the railway company is represented by a man of equal knowledge, and do they not give the umpire that information before he makes his award, they representing in some degree the counsel on either side, and the umpire making up his mind upon the facts as stated by the two conflicting parties?—The arbitrators do, no doubt, represent the counsel to a certain extent.

4405. Therefore the umpire obtaining his knowledge from two men, both of whom are fully cognizant of the subject, is put in possession of all the facts neces-

sary

sary for his decision, is he not?—He may or may not; of course it would be a great advantage if he is.

4406. The case is submitted to him on both sides?—Yes.

4407. Therefore he draws his conclusions of fact and of law from the statements made by both the opposing parties?—But if anything is wanting to the case on either side, or if there be anything which is not quite intelligible to him, and which may require further explanation, in such a case, for instance, as the point to which I referred just now, the certainty of service in the cases of the mail service and season tickets, it would be a great advantage with a view to the ultimate decision, that the umpire should be a person having experience, which would supply what Mr. MacGregor was good enough to suggest just now as deficient in my explanation.

4408. *Chairman.*] Is there not this difference between an umpire chosen as he is chosen now, and a judge, that the judge, if he is taken as an umpire, is a permanent umpire, and that the whole course of his judicial life has been given to deciding every case that is brought before him, of whatever kind it may be?—Yes.

4409 That the cases which are brought before a judge, although they vary essentially in their character, are very numerous, and in the long course of a lawyer's life come before him constantly from time to time?—Certainly.

4410. With an umpire chosen for the first time in a case of this kind, that is not the case?—Certainly not.

4411. Mr. *Wilson.*] And although evidence may be brought before him by both parties, is it necessarily the case that a person who understands the subject generally will be able to attach the proper and due weight to particular parts of the evidence, or facts brought before him, much better than a person who for the first time has entertained such questions?—I should say so, certainly.

4412. Mr. *MacGregor.*] I can hardly presume that Major Williams, acting as he does constantly on the part of the Post-office, would omit stating anything on his side of the case to the umpire which would be favourable to the Postmaster-general's view of the case. He has the advantage, in the first place, of acting on all these arbitrations, he being a scientific man, and knowing not the case only *sub judice*, but everything else that has occurred between the railway companies and the Post-office?—I am very far from saying he would omit it, but I do not think that any perfection in the discharge by the arbitrator of his duties will entirely stand in the place of some knowledge of the subject in hand on the part of the umpire.

4413. Mr. *Thompson.*] Has it been the case that great delay has occasionally taken place in consequence of the arbitrators not agreeing on an umpire?—Yes.

4414. And if the plan you suggest were adopted, that would facilitate the business and hasten on the decision, would it not?—It would.

4415. *Chairman.*] Can you give the Committee any information with regard to the sums paid to railway companies for conveying mails for the last two years?—Perhaps I may be allowed to add, before answering that question, that I should be very sorry if I left an impression on the minds of the Committee that the Post-office is otherwise than fully sensible of the great trouble and pains which the umpires have taken in all cases. The department and the public cannot be otherwise than most grateful for the very careful and laborious attention they have given to the cases which have been brought before them. The objections I have raised have been solely objections to the principle of arbitration, as carrying with it a great semblance of fairness and of satisfactory arrangement, but, as I venture to think, not proving to be so in fact.

4416. Mr. *Egerton.*] In consequence of the great uncertainty which has existed?—Mainly owing to the great uncertainty. The payments which have been made to railway companies for conveying mails, taking the two years of 1851 and 1852, which we have compared, hitherto have been as follows: in the year 1851 it was 242,848*l.*

4417. *Chairman.*] How much of that was for the service of the year?—Of that sum of 242,848*l.*, 155,576*l.* was for work done within the year, and 87,272*l.* for work done in previous years. In 1852 the total payment rose to 329,963*l.*, of which 194,000*l.* was for service done within the year, and 135,963*l.* for work done in previous years. In 1853 the payments were 374,859*l.*, the service done within the year costing 211,457*l.*, and the work done in previous years 163,402*l.*

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4418. What is the usual rule observed by the Post-office with regard to the establishment of a day mail?—The rule is not a very absolute one; the question has been frequently decided by the amount of one-fourth of the postage; for instance, where there are a number of letters passing through a town in any one week, if one-fourth of the postage would defray the expenses of establishing a day mail, a day mail would be set up; but cases frequently arise in which day mails are set up without reference to that calculation. Day mails depend very much on the convenience of railway companies, as to the hours at which they send their trains in the day time, and the reason for not calculating the day mail upon the same principle as lately described as applicable to the case of the single mail is, that the letters which are found at the Post-office at any one time of the day, for instance, after the regular mail has gone away, would not be left altogether unprovided for if no day mail were set up. They would still be forwarded to their destination by the next recurring night mail, therefore it is not a question whether the letters shall go or not, as is the case where we calculate upon the whole penny, and set up a post where none has hitherto existed if the expense comes within what that produces. It is a question whether a certain number of letters shall be accelerated by 12 hours.

4419. Has there been any increase in the number of day mails within the last few years?—There has been a very considerable increase, mainly upon lines of railway.

4420. Mr. *Wilson.*] That has very frequently arisen, has it not, from the extension of the branches from railways to new towns; those branches affording an opportunity of continuing the mail?—Yes.

4421. You are able to convey a day mail to the towns to which those branches go, which towns have not hitherto had them in consequence of the absence of railway communication?—That has been frequently the case.

4422. *Chairman.*] It has been stated to the Committee that it would accelerate the arrival of mails at several of our principal towns, if in the mails that came from the colonies a sorting office were established, so that the bags might leave the port at which the vessel arrives direct for their destination, without going to London; do you think that that plan could be adopted?—I have no doubt that it could be adopted; the chief obstacle that I have hitherto felt to moving in that direction, has arisen from representations which have been made to me, and which I have heard confirmed indirectly, that many merchants are very much averse to it. I have been told so by two merchants myself, gentlemen of great weight; and although I do not think that the objection felt by them is a well-founded one, still it is hardly desirable to make a change of that kind unless it is pretty sure to meet with the concurrence of those most concerned in it; and when they informed me that they thought a feeling of dissatisfaction would prevail if it was known that merchants' letters, as soon as they were sent on board the packet were to be turned over, and handled, and dealt with during the whole of a long sea voyage by a sorting clerk, who perhaps would have nothing else to do, and who would have plenty of time to study the outsides of the letters, I had nothing more to say upon the subject. It seems to me, however, that the same objection would apply to letters lying in any inland post-office, but the objection was pressed strongly upon me at the time, and I ceased to entertain the question.

4423. The objection then does not rest with the Post-office?—No; but at the same time, of course the expense would be a consideration. I think that in many cases the advantage gained would be so great, that we might hope to overcome the consideration of expense.

4424. On what department would that expense fall?—It ought to fall on the Post-office.

4425. The expense of the packet does not fall upon the Post-office, I believe?—No; the expense of a great portion of the packets does not fall upon the Post-office, but is borne by the Admiralty; but that applies to packets under contracts which have been made for a term of years, and which had been concluded previously to the last two years. Since that time an endeavour has been made to alter the system of packet contracts, and as far as we have hitherto gone, that endeavour has met with success. Under the new system the expense would be borne by the Post-office, and the Admiralty would have no cognizance of it.

4426. Have you any knowledge of the expense to which this country is put for

for the different Post-office packets?—I have not looked at the return for this year, but I think that the return which was made last year showed the expense to be 800,000 *l.* odd.

4427. Mr. *Egerton.*] I think there is some reduction this year?—There is; but it is not a very large reduction, I think.

4428. The vote taken last year was 800,000 *l.* for the packet service?—I think it cannot be much lower than 800,000 *l.* for the present year.

4429. *Chairman.*] Your Lordship apprehends, that when the new system is carried out, the whole expense of the foreign postage will come upon the Post-office?—I think that that probably may be the end of it; but the new system cannot be carried out so long as the existing contracts remain in force, and many of them have several years to run.

4430. The revenue derived from the letters of course is paid into the Post-office?—It is.

4431. And is calculated in the gross income of the year?—It is.

4432. Has your Lordship any knowledge of the revenue derived from the foreign Post-office?—The last accurate estimate that was made of it is appended to the report of the Packet Contract Committee, a Committee composed of Members of the Government, which sat last year to inquire into the question of packet contracts, and I cannot trust my memory to state precisely what the estimate was.

4433. Supposing this system of sorting the letters were to be adopted in the colonial packets, what would be the number of the colonies with respect to which it would have to be carried out?—It is very difficult to say to how many it might be made usefully applicable, but I should say those running between Brazil and this country; those running between the United States and this country; and in a great measure, but I cannot say whether entirely or not, to those running between Australia and this country. I am not prepared to say whether it could be done entirely in the case of Australia, because the Australian service is a twofold service. It is a long sea service round the Cape of Good Hope, one month, and another month it is across Suez by the overland route, as it is called, and some of the mails have to be transhipped more than once in their passage, and there might be an inconvenience attending the application of it to that route; but with regard to the other routes, I see no difficulty in it whatever.

4434. The West India packets, for instance?—They are included in the Brazil service; it is the same company.

4435. Has the postage to the colonies been recently altered?—Yes, and it is under process of alteration now; it has been reduced to a uniform rate of 6 *d.* in the case of all colonies who have consented to the reduction.

4436. Mr. *Liddell.*] Is not the cost for the extra space on board these steamers an insuperable obstacle?—I cannot answer that question with any confidence, because I really never proposed to any steam packet company to consider what extra charge they would make; it would be considerable, I have no doubt, but it ought not to be so great as to be an insuperable obstacle.

4437. Mr. *Wilson.*] If the system were adopted, you would suppose that the arrangement would be made with the company in connexion with the arrangements for carrying letters?—Yes, it would be costly no doubt, but I do not think that it need be so to such an extent as to stop the way.

4438. *Chairman.*] The reduction which has taken place in the postage will probably lead to a large increase in the number of letters?—Probably.

4439. And I presume it will therefore create greater delay in the transmission of the letters between the port of arrival and the different towns for which the letters are destined; will it not therefore require a larger Post-office establishment than at present exists in this country?—It is possible that it may grow to that extent, but I should not anticipate its doing so very speedily. The force which we can apply to the disposal of inland foreign mails is very considerable; and unless, as sometimes happens, and now that the packets have been multiplied, it happens more frequently than formerly, two or three mails arrive at the same day, and have all to be dealt with at once; they are very often dealt with without any delay to the public.

4440. Mr. *Liddell.*] The practice of sorting on board would lead to less delay at the port of arrival, would it not?—No doubt it would.

4441. To what colonies has the price of postage been reduced?—It has been,

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or will be reduced within the next month, to all the North American colonies, to the West India colonies, to Malta and Gibraltar, to Ceylon, Hong Kong, and St. Helena, and on the 1st of October it will be reduced to three of the Australian colonies, New South Wales, Victoria, and South Australia, but not to West Australia.

4442. What are the new arrangements with regard to the Australia mails?—The nature of the arrangement is this: no fixed subsidy is paid, and the company are to carry the letters for a proportion of the postage; the proportion which they are to receive is one-half, 3*d.* out of 6*d.* There are arrangements embodied in the agreement which will enable the Government under certain circumstances to call for an increase in the frequency of the service upon the same terms, and they are bound to make their passage within a certain number of days under a penalty. They are to be fined so much per day for all excess. They are bound to start punctually, and there are some other ordinary arrangements.

4443. What is the number of days occupied in the passage between this country and Melbourne, Sydney, and Adelaide?—Seventy days.

4444. Do these colonies bear any portion of their postal expenses, or are those expenses entirely defrayed by this country?—They are entirely defrayed by this country.

4445. No colony bears any portion of the expense?—I am speaking now of colonies which have their postal arrangements in their own hands; some of them are under the Postmaster-general, but the majority of them (all the most important colonies) have their affairs in their own hands, and hitherto they have been able to charge whatever rate of postage they pleased for the conveyance of letters within their own limits, and of course that liberty, with regard to their own internal letters, will remain to them; but it is a part of the new arrangement with the colonies, that in agreeing to the reduction to a uniform rate of 6*d.*, they shall agree to convey the packet letters to their destination in the interior of the colony for that 6*d.*

4446. *Chairman.*] As long as the present system goes on, what is the arrangement under which it is to be conducted; what rate per pound is to be paid?—The payment by bulk and weight is an arrangement solely between the Post-office and the directors of the company; they receive, by the terms of their contract, one-half of the rate, and that will be 3*d.* in the case of the new sixpenny rate; but there is so much inconvenience found in the Post-office when it is attempted to take account of the letters in a heavy mail, that we obtained the consent of the company to their being measured by weight. For a certain number of days the number per pound was taken in the case of letters posted for Australia, and an average was struck; and henceforward, unless they should see reason to wish for any change, and suspect that the arrangement is no longer a fair one, in consequence of a change in the weight of the letters sent, they are to be paid at so much per pound. The sum they are to receive is 1*l.* 6*s.* 0 ½*d.* per pound.

4447. When the rates of postage are reduced, what will be the arrangement in that respect?—The new rates of postage may very possibly affect the weight of the letters written, and that would disturb the equity of that arrangement. If the Packet Company should see any reason to think that that has been the case, they will be entitled to require that a new average should be struck, and they will be paid upon the results of that new average. You asked me just now whether the proceeds of the packet postage were not carried to the credit entirely of the Post-office, though the expense of the packets under the old system is borne by the Admiralty; that is undoubtedly the case; but the Post-office is not so entirely a gainer upon the whole of its accounts as might appear from this; because it is to be borne in mind that we carry the newspapers both within the United Kingdom and to the Colonies for nothing, although the amount of the stamp duty goes to the credit of another department. We therefore are in the same position as regards the Inland Revenue as the Admiralty is with regard to us; we are doing service for which they are paid. I mention this as connected with the last question you put to me, because it is part of the new arrangement with the General Screw Packet Company, that they are to be paid under the new reduced rate, a half-penny for every newspaper they carry. Now, we are bound to carry the newspapers for nothing; so that, in fact, when the new regulation comes into operation after the 1st of October, the Post-office will be disbursing at the rate of a half-

penny

penny for every newspaper, although receiving nothing from either senders or receivers.

4448. The amount of which goes to the credit of the stamps?—Yes, everything on account of newspapers goes to the credit of the stamps; at the same time I should be sorry to say anything which had the appearance of admitting that the newspaper stamp makes it obligatory upon the Post-office to carry newspapers beyond the seas free. It has been the practice hitherto, and it is not intended to disturb that practice in consequence of these new arrangements, although we must pay the company for carrying the newspapers.

4449. Mr. *Wilson.*] Is it not the case that with regard to the arrangements which have hitherto subsisted as to carrying letters from this country to the various colonies, it has been upon the whole a very serious charge to this country over and above the receipts of the postage, by reason of the packet service?—Very large indeed.

4450. Then is it not the case with regard to the new arrangements you propose to make in reference to this reduced uniform rate of postage of 6 *d.* to all the colonies, that the arrangement is such as will not only secure this country from any loss, but will secure a certain amount of revenue, inasmuch as, if I understand the arrangement correctly, it is this, that the sixpence is divided in the following proportions; a penny to the mother country for the expenses here, a penny to the colony for distributing the letters in any part of the colony, and fourpence for the sea rate; so that if you pay threepence to the steamboat company for carrying the letters, you will still secure to this country a net revenue of one penny upon every letter carried, independent of the penny paid for the inland postage here?—Yes.

4451. Therefore, by the new arrangement, while a very great reduction will be made so far as the postage of letters is concerned, yet instead of that reduction being made at a loss to the public revenue, there will, in fact, be a clear gain to the public revenue, as well as a reduction of postage?—That would be so if this system could be applied to all foreign colonial mails, but I am afraid that it is not to be effected.

4452. So far as the experiment goes which you have just described with regard to the Australian mails?—Yes; so far as that goes, it will have the effect you describe.

4453. Mr. *Liddell.*] Have you any return which would show the entire cost of the colonial postal service?—Do you mean, in addition to the packets, the cost of the establishments in the colonies?

4454. The cost of the colonial service is paid for out of the revenue of the Post-office entirely, is it not?—No; because a great part of the subsidies paid to the colonial packets are paid by the Admiralty.

4455. *Chairman.*] What improvements have been made in the foreign colonial correspondence within the last two years?—There has been a reduction of postage upon the letters to and from Brazil; correspondence for the north of Europe is now sent daily by way of Prussia, instead of twice a week by way of Hamburgh; the correspondence with Holland is now sent daily through Belgium, instead as before, twice a week by way of Rotterdam; optional prepayment has been established between England and some of the colonies; the Book post has been established between England and New South Wales, Saint Helena, Prince Edward's Island, the Gold Coast, and New Brunswick.

4456. Have the public availed themselves to any extent of the Book post?—Yes, they do; I cannot speak to Saint Helena and the Gold Coast, but certainly to New South Wales to some extent, and to the North American colonies.

4457. Has there been any general acceleration of the mails along the railways within the last year?—Yes, there has been an acceleration of the north mails, which is stated in a memorandum which I think the Committee have before them. There is now about to be an acceleration of the Bristol mail to the north; both the night and the day mails have been accelerated.

4458. Has there been any improvement in the distribution of letters in the suburbs of London, which have been received by the night mails?—A very considerable improvement.

4459. What is the nature of that?—The sorting and despatch from the General Post-office takes place at an earlier hour than it used to do. Except on Monday

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morning, which is always an exceptional day, the last letter-carrier who is despatched from the General Post-office is very seldom despatched later than 40 minutes past seven; the result of that is, that the last letters are delivered not later than a quarter past ten, or thereabouts; and the great mass, at this part of the town especially, soon after nine.

4460. Has the system of agreements or voluntary arrangements for railway services between the Post-office and the railway companies increased or decreased?—I can hardly say; voluntary arrangements are very apt to be made for an indefinite time; I cannot say whether there are more existing now than there were two or three years ago; but several voluntary agreements have been concluded with railway companies during the past year.

4461. Has the system of agreements for the general use of the railways, not by any particular train, increased at all?—It exists with the London and North-Western, with the Midland, and with the Manchester, Sheffield, and Lincoln. I am not aware that it has been extended beyond that.

4462. Has it not in the case of the Lancashire and Yorkshire?—Yes.

4463. Mr. *Liddell.*] And lately the Newcastle and Carlisle?—Yes.

4464. *Chairman.*] Of course it is not possible to refer that service to arbitration?—I think not; it would be a very onerous duty to throw upon the umpire, and I do not think it would be desirable, for the value of an arrangement of that nature depends entirely upon the good-will with which it is worked; and if the arbitration was not to the satisfaction of either side, it would of course tend to defeat that end.

4465. Has the establishment of boxes for the receipt of letters at the railway stations been carried on to any extent?—To a considerable extent.

4466. What is the rule as to establishing boxes for the receipt of letters at railway stations?—There is no rule to govern it; it depends mainly on the position of the railway station as regards the nearest post-office.

4467. Mr. *Wilson.*] Will you state to the Committee whether you have in your department a great number of complaints from the public as to the mode in which the Post-office service is performed?—We have a good many.

4468. Will you state generally whether they are important or trivial, or what the usual character of the complaints is?—Some of them are important, some trivial, and a vast number are unfounded, arising from misapprehension, misinformation, or misstatement.

4469. Have you any suggestion to make to the Committee as to a more satisfactory mode of dealing with such complaints?—I think that a great many of the complaints are made, as I have already said, in ignorance or under a misapprehension. When I speak of complaints, I include also requisitions for improved accommodation, or for changes or additional conveniences. I think that many complaints and requisitions of that sort are made under a misapprehension of the facts, and of what the Post-office has done and is willing to do, and I think that altogether a great convenience would result both to the department and the public if it were possible to make the public better informed of the principles upon which the Post-office acts; what it does, what it is in the habit of doing from year to year, and indeed from day to day, for the accommodation of the public; and I do not know any means of securing that which would be so effectual as that the Post-office should lay before Parliament every year a report of its proceedings, changes, and improvements of the preceding year. That is a practice which, as the Committee are no doubt aware, has long been followed by some of the other departments of revenue, the Woods and Forests especially; they do it, I believe, under an Act of Parliament; at all events it has been the practice of that office for many years, and I think it would be of great importance in the case of the Post-office.

4470. Have you any intention of proposing to the Treasury an arrangement of that kind?—I mean to do so forthwith, and I wished to have done so long ago, so as to have placed a report before Parliament this year; but in the summer of last year the Treasury appointed a commission to inquire into the organization and general working of the office here in London, and that was likely to lead to so many important changes of machinery in the administration, and it also gave such ample occupation to the office, and took up the time of the office so much, that I was obliged to abandon it for last year.

4471. You contemplate proposing to the Treasury that such an arrangement shall

shall be entered into as will enable you to make such a report at the conclusion of the present year?—That is my intention.

4472. Have you reason to believe that such a course will meet the approval of the Treasury?—Yes.

4473. Do you think you will be able to make that report in sufficient time for it to be forwarded to the Treasury for presentation at the usual time of the meeting of Parliament, about the middle of February?—I should desire to do so; I have no doubt the report might be made in sufficient time. There may be some question whether the financial part of it, if it should be necessary to include much in the way of financial detail, would be ready so soon; but I should desire that it should be before Parliament as early in the Session as possible.

4474. You think it would be essential that it should be presented to Parliament as early as possible, with a view of explaining a great number of things which probably appear to be inconveniences, and which only require explanation to show that they are rather for than against the convenience of the public?—Yes; I think the effect of it would be, without professing to go into the details of every change in every rural district, to show the public and Members of Parliament that the Post-office is busy every day and hour in increasing its accommodation, and that expense is not so serious an obstacle to improvement as is generally supposed.

4475. Is it not very frequently the case that changes which are proposed to suit one particular locality or district would so materially dislocate other arrangements with regard to other and near districts, that upon the whole the proposed alteration would be an inconvenience rather than a convenience?—Yes, and it is not to be expected that everybody should be aware of that, or very easily able to understand it.

4476. You do then contemplate the presentation of your revenue estimates annually, in conjunction with such a report, as a means of affording to the House of Commons and the public an opportunity of annually discussing all these changes, and of showing and publicly explaining every change that is made, and every change that it is desirable to make?—No doubt the report would illustrate and explain the estimates; I am not certain that it would be desirable that the report should wait for the estimates.

4477. But the report being presented early in the Session, an opportunity would be afforded to the Members of the House of Commons to discuss that report when the estimates came to be presented and voted?—Yes.

4478. So that members might have such a report in their hands at the commencement of the Session, and when the time came for voting the annual Post-office estimates, they would have an opportunity, not only of discussing the estimates, but of discussing them in relation to the various subjects discussed in the report presented at the earlier period?—That would be my desire.

4479. So that the whole management of the Post-office would come before the House of Commons and the country every year?—I think it would be a great satisfaction to the public, and a great advantage to the Post-office, that there should be nothing in the proceedings of the Post-office in the past year that was not known.

4480. And you think that such a discussion and such a report would, in the whole, tend to explain satisfactorily to the public many things which, from a misunderstanding of the facts, appear to be defects in the present management of the department?—I am inclined to think so.

4481. Mr. *Liddell.*] Do you not think that that arrangement would be very much facilitated by having the Post-office represented in the House of Commons; would it not, in your opinion, tend to the convenience both of the public service of the Post-office itself and also of the Treasury, having an enormous amount of duties of its own, that these additional duties should not be imposed upon the Treasury, but that there should be a responsible organ of so important a branch of public service as the Post-office in the House of Commons?—I am sanguine enough to hope that the report would in a great measure stand in the place of that.

4482. My suggestion is, that there should be a secretary, such as the India Board has?—Yes; but at the same time, if there were to be a secretary of the Post-office in the House of Commons, it would be necessary to increase the

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staff of the Post-office, because I could very ill spare any officer of the Post-office now.

4483. In the event of such an arrangement as has been proposed being carried out, there will be a vast mass of increased communication and correspondence between you and the Treasury, will there not?—No, I think not.

4484. Mr. *Wilson*.] Is not it absolutely necessary that the Treasury, being the centre of all the monetary transactions of the country, and responsible for the collection and disbursement of the whole revenue, should be in direct communication with every other department?—Yes.

4485. And there would be no more reason for having the Post-office represented in the House of Commons, apart and separate from the Treasury, than there is for the office of Woods and Forests, the Inland Revenue, the Custom-house, or any other branch of public revenue to be represented?—I think, especially if the Secretary of the Treasury does not shrink from the work, that the Post-office has nothing to gain by the change.

4486. There is no public reason why the Post-office, as a branch of revenue, should be represented in the House of Commons any more than all the other branches of revenue, the Custom-house, Woods and Forests, and so on?—There is no State reason for it. I apprehend that Mr. Liddell's question had reference more to the convenience of Members of the House of Commons who might wish for information.

4487. Mr. *Egerton*.] Under the present system, any Member of Parliament who has a complaint to make with reference to the Post-office has to put a question to the Secretary of the Treasury, who is probably wholly unacquainted with the matter; and therefore you were asked whether the presence of some Member of the Government connected with the Post-office would not afford great facility for attaining such information with reference to the Post-office as might be desired?—It no doubt would be a convenience to the individual Member requiring the information, but I rather hesitate to give an opinion how far it might be agreeable to, or might suit the convenience of The House; I am inclined to think that the detail into which an officer of the Post-office would be able to carry any discussion or explanation might, after a short time, become very wearisome to a body like the House of Commons.

4488. There have been during the last few years repeated questions asked in the House of Commons of the Secretary to the Treasury relating to the Post-office accommodation afforded in particular districts, and the answers given by the Secretary to the Treasury to such inquiries must necessarily be insufficient, must they not, owing to his want of knowledge?—Yes; but I think the insufficiency of his answers might in almost every case be avoided by making an application directly to the Post-office, supposing it to be information only that is desired.

4489. Mr. *Wilson*.] Is it not a rule in the House of Commons that a notice should be put on the Paper the day before of every question that it is intended to put, so that a communication might take place immediately between the Post-office and the Treasury as to the particular subject with reference to which information was sought, so that no practical delay would occur in giving an answer to the question put?—I believe such to be the practice.

4490. Mr. *Egerton*.] Is not your Lordship aware that for many years complaints from particular districts have been unattended to by the Post-office; I will not say for what reason. I allude to the case of the Potteries, at Macclesfield, whose request that increased accommodation might be afforded to them has been brought under the notice of the Post-office for the last four years?—I cannot admit that they have been unattended to. The decision come to by the Post-office may not have been in accordance with the wishes of those who made the representation; but I do not admit that it can be inferred from that, that attention was not paid to them.

4491. I did not mean to suggest that there was any want of courtesy shown in not answering the request, but to ask whether the specific request made by that district was complied with?—No; but I am not aware that the presence of an officer of the Post-office in the House of Commons would have facilitated a compliance with that request. He would be subordinate to the Postmaster-general, and would only answer there in accordance with what the Postmaster-general might be prepared to do.

4492. You

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4492. You said that one great object of a report such as you suggested would be to show that expense was not the great obstactle to improvement. Can you state any objection to the proposed arrangement of sending the mails by Macclesfield to the Potteries, other than the expense which it would entail upon the Post-office?—I did not mean to say the report would show that expense was put out of consideration altogether. I meant that expense when measured with the convenience to be obtained, was no bar to the adoption of any improvement if the convenience was found commensurate with the expense. With reference to the illustration drawn from the post to the Potteries, certainly the expense was the main objection to its being carried out, but it was not because the Post-office would have been called on to pay such or such a sum for the service, but because having paid it, the service so obtained would not have been in the estimation of those with whom it rested to judge, at all proportionate to the expenditure.

4493. Mr. *MacGregor*.] Suggestions have been made on behalf of the Chambers of Commerce at Liverpool and Manchester, that the Continental post should be continued from Dover through Liverpool and Manchester, without coming through London, or in fact that it should be expedited to Liverpool and Manchester; has your attention been called to that?—It is a point of much detail, and I was not aware that I was to be asked about it. I cannot say that I am prepared to express any positive opinion upon it. I am aware of the proposal.

APPENDIX.

LIST.

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Returns Nos. 1 and 2.—Return of Time Tables of the Mail Trains running between London and Glasgow, London and Aberdeen, London and Edinburgh, and London and Holyhead - p. 436

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A Return of the Time at which the Night Mail from London to Dublin is due at Holyhead and Dublin respectively under the present Arrangement; of the Date when such Arrangement took effect; and of the Actual Time of Arrival and Delivery on Board the Packet at Holyhead, and of the Arrival in Dublin, in each day from that day to the 31st day of December 1853; and a similar Return as regards the Day Mail from London to Dublin - - - p. 493

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Great Southern and Western Railway. Return of the Number of Passengers conveyed, and the Amount of Earnings on this Railway during the Year 1853, distinguishing the Number of Passengers carried, and the Amount of Money earned by the 7.30 p.m. Mail Train from Dublin, and the 9.45 p.m. Mail Train from Cork - - - - - - - - - - p. 606

Appendix, No. 1.

Appendix, No. 1.

RETURNS, Nos. 1 and 2.

RETURN of TIME TABLES of the MAIL TRAINS running between *London* and *Glasgow*, *London* and *Aberdeen*, *London* and *Edinburgh*, and *London* and *Holyhead*.

NIGHT MAIL TRAINS.

TIME BILL of the LONDON, CARLISLE, PERTH, and ABERDEEN.

Contractors.	Distance.	Time Allowed.		Time of Arrival and Despatch.
	M. F. Y.	H. M.		H. M.
			Despatched from the General Post-office at -	8 0 P.M.
		0 18	Arrived at the railway station at - - -	8 18
		0 42	Forty-two minutes allowed - Off at	9 0
	31 6 24	0 55	Arrived at Tring at - - - - - -	9 55
		0 2	Two minutes stop.	
	14 7 0	0 25	Arrived at Bletchley at - - - -	10 22
		0 5	Five minutes stop.	
	15 6 139	0 27	Arrived at Blisworth at - - - -	10 54
		0 3	Three minutes stop.	
	7 1 147	0 12	Arrived at Weedon at - - - -	11 9
		0 2	Two minutes stop.	
	13 0 155	0 21	Arrived at Rugby at - - - - -	11 32
		0 2	Two minutes stop.	
LONDON and NORTH-WESTERN:	14 3 165	0 26	Arrived at Nuneaton at - - - -	12 0
		0 2	Two minutes stop.	
M. F. Y.	12 7 90	0 23	Arrived at Tamworth at - - - -	12 25 A.M.
188 0 95		0 10	Ten minutes stop.	
	23 4 20	0 41	Arrived at Stafford at - - - -	1 16
		0 7	Seven minutes stop	
	14 0 127	0 28	Arrived at Whitmore at - - - -	1 51
		0 3	Three minutes stop.	
	10 4 125	0 19	Arrived at Crewe at - - - - -	2 13
		0 15	Fifteen minutes stop.	
	24 0 160	0 41	Arrived at Warrington at - - - -	3 9
		0 5	Five minutes stop.	
	5 5 43	0 9	Arrived at Newton at - - - - -	3 23
		0 2	Two minutes stop - - Off at	3 25
NORTH UNION:	7 2 7	0 12	Arrived at Wigan at - - - - -	3 37
		0 3	Three minutes stop.	
M. F. Y.	9 0 130	- -	Chorley.	
22 3 152	6 1 15	0 27	Arrived at railway station, Preston, at - -	4 7
		0 10	Ten minutes stop - - - Off at	4 17
	20 5 195	0 37	Arrived at Lancaster at - - - -	4 54
		0 2	Two minutes stop - - - Off at	4 56
	10 5 80	- -	Burton.	
PRESTON,	2 7 65	0 27	Arrived at Milnthorpe at - - - -	5 23
LANCASTER, and	5 4 200	0 15	Arrived at Kendal junction at - - -	5 38
CARLISLE:		0 2	Two minutes stop.	
	20 4 150	- -	Shap.	
M. F. Y.	11 4 150	1 1	Arrived at Penrith at - - - - -	6 41
89 6 15		0 1	One minute stop.	
	17 5 55	0 35	Arrived at the railway station, Carlisle, at -	7 17
		0 10	Ten minutes stop - - Off at	7 27
	25 6 175	0 47	Arrived at Lockerby at - - - -	8 14
		0 1	One minute stop.	
	13 7 170	0 27	Arrived at Beattock at - - - -	8 42
CALEDONIAN:		0 1	One minute stop.	
	33 7 5	1 10	Arrived at Carstairs Junction at - - -	9 53
M. F. Y.		0 5	Five minutes stop.	
105 6 125	15 6 160	0 31	Arrived at Motherwell at - - - -	10 29
		0 5	Five minutes stop.	
	5 3 105	- -	Coatbridge.	
	10 6 170	0 33	Arrived at Greenhill Lower Junction at -	11 7
		0 4	Four minutes stop - - Off at	11 11
	4 2 50	0 9	Arrived at Larbert at - - - - -	11 20
		0 1	One minute stop.	
	8 0 80	0 17	Arrived at Stirling at - - - - -	11 38
SCOTTISH		0 2	Two minutes allowed.	
CENTRAL:	4 7 130	0 8	Arrived at Dunblane at - - - -	11 48
		0 1	One minute stop.	
M. F. Y.	5 6 155	0 9	Arrived at Greenloaning at - - - -	11 58
45 2 180		0 1	One minute stop.	
	8 4 120	0 15	Arrived at Auchterarder at - - - -	12 14 P.M.
		0 1	One minute stop.	
	13 5 85	0 32	Arrived at the Perth station at - - -	12 47
SCOTTISH		0 13	Thirteen minutes stop - Off at	1 0
MIDLAND:	15 4 93	0 29	Arrived at Cupar Angus at - - -	1 29
	5 3 100	0 13	Arrived at Meigle at - - - - -	1 42
M. F. Y.	11 3 183	0 29	Arrived at Forfar at - - - - -	2 11
32 3 56		0 49	Forty-nine minutes allowed - Off at	3 0
	7 1 26	0 18	Arrived at Guthrie at - - - - -	3 18
	8 3 181	0 18	Arrived at Bridge of Dunn at - - -	3 36
ABERDEEN:	2 5 5	0 8	Arrived at Dubton at - - - - -	3 44
	8 5 85	0 18	Arrived at Laurencekirk at - - - -	4 2
M. F. Y.	3 2 145	0 9	Arrived at Fordown at - - - - -	4 11
56 6 217	11 0 165	0 24	Arrived at Stonehaven at - - - - -	4 35
	15 4 50	0 32	Arrived at the railway station, Aberdeen, at -	5 7
		0 15	Arrived at the Post-office, Aberdeen, at -	5 22 P.M.
	540 6 60	21 22		

NIGHT MAIL TRAINS—*continued.* Appendix, No.

TIME BILL of the ABERDEEN, PERTH, CARLISLE, and LONDON.

Contractors.	Distance. M. F. Y.	Time Allowed. H. M.		Time of Arrival and Despatch. H. M.
			Despatched from the post-office, Aberdeen, at	8 27 A. M.
		0 15	Arrived at the railway station at - - -	8 42
			Off at	8 42
	15 4 50	0 27	Arrived at Stonehaven at - - - -	9 9
	11 0 165	0 20	Arrived at Fordown at - - - -	9 29
ABERDEEN:	3 2 145	0 10	Arrived at Lawrencekirk at - - -	9 39
M. F. Y.	8 5 85	0 18	Arrived at Dubton at - - - -	9 57
56 6 217	2 5 5	0 9	Arrived at Bridge of Dunn at - - -	10 6
	8 3 18	0 20	Arrived at Guthrie at - - - -	10 26
	7 1 26	0 19	Arrived at Forfar at - - - -	10 45
		0 5	Five minutes allowed - - Off at	10 50
	11 3 183	0 15	Arrived at Meigle at - - - - -	11 5
SCOTTISH MIDLAND:	5 3 100	0 15	Arrived at Cupar Angus at - - - -	11 20
M. F. Y.	15 4 93	0 40	Arrived at the Perth Station at - - -	12 0
32 3 156		0 16	Sixteen minutes stop - - Off at	12 16 P. M.
	13 5 85	- -	Auchterarder.	
SCOTTISH	8 4 120	0 43	Arrived at Greenloaning at - - -	12 59
CENTRAL:	5 6 155	0 11	Arrived at Dunblane at - - - -	1 10
M. F. Y.	4 7 130	0 13	Arrived at Stirling at - - - -	1 23
45 2 180	8 0 80	0 17	Arrived at Larbert at - - - -	1 40
	4 2 50	0 12	Arrived at Greenhill Lower Junction at -	1 52
		0 5	Five minutes stop - - Off at	1 57
	10 6 170	0 28	Arrived at Coatbridge at - - - -	2 25
		0 6	Six minutes stop.	
	5 3 105	0 11	Arrived at Motherwell at - - - -	2 42
		0 1	One minute stop.	
CALEDONIAN:	15 6 160	0 35	Arrived at Carstairs Junction at - - -	3 18
M. F. Y.		0 10	Ten minutes stop.	
105 6 125	33 7 5	1 2	Arrived at Beattock at - - - -	4 30
		0 3	Three minutes stop.	
	13 7 170	0 21	Arrived at Lockerby at - - - -	4 54
		0 1	One minute stop.	
	25 6 175	0 51	Arrived at the railway station, Carlisle, at -	5 46
		0 10	Ten minutes stop - - - Off at	5 56
	17 5 55	0 31	Arrived at Penrith at - - - - -	6 27
	11 4 150	- -	Shap.	
PRESTON,	20 4 150	1 0	Arrived at Kendal Junction at - - -	7 27
LANCASTER, and	5 4 200	- -	Milnthorpe.	
CARLISLE:	2 7 65	- -	Burton.	
M. F. Y.	10 5 80	0 41	Arrived at Lancaster at - - - -	8 8
89 6 15	20 5 195	0 40	Arrived at railway station, Preston, at - -	8 48
		0 10	Ten minutes stop - - - Off at	8 58
	6 1 15	- -	Chorley.	
NORTH UNION:	9 0 130	0 34	Arrived at Wigan at - - - - -	9 32
M. F. Y.	7 2 7	0 23	Arrived at Newton at - - - -	9 50
22 3 152			Off at	9 55
	5 5 43	0 10	Arrived at Warrington at - - - -	10 5
		0 5	Five minutes stop.	
	24 0 160	0 40	Arrived at Crewe at - - - - -	10 50
		0 10	Ten minutes stop.	
	10 4 125	0 22	Arrived at Whitmore at - - - -	11 22
LONDON AND	14 0 127	0 32	Arrived at Stafford at - - - -	11 54
NORTH WESTERN:	23 4 20	0 48	Arrived at Tamworth at - - - -	12 42 A. M.
M. F. Y.		0 5	Five minutes stop.	
188 0 95	12 7 90	0 25	Arrived at Nuneaton at - - - -	1 12
	14 3 165	0 27	Arrived at Rugby at - - - - -	1 39
		0 5	Five minutes stop.	
	13 0 155	0 22	Arrived at Weedon at - - - -	2 6
	7 1 147	0 14	Arrived at Blisworth at - - - -	2 20
	15 6 139	0 33	Arrived at Bletchley at - - - -	2 53
	46 5 24	1 30	Arrived at the railway station, Euston-square, at	4 30
		0 10	Ten minutes stop.	
	540 6 60	0 18	Arrived at the General Post-office at - -	4 58 A. M.
		20 31		

Appendix, No. 1.

NIGHT MAIL TRAINS—*continued.*

TIME BILL of the BRANCH from CREWE to HOLYHEAD.

Contractors.	Distance. M. F. Y.	Time Allowed. H. M.		Time of Arrival and Despatch. H. M.
LONDON and NORTH-WESTERN: M. F. Y. 21 0 73	158 2 112	6 22	Despatched from the railway station, Crewe, at	2 22 A.M.
	21 0 73	0 35	Arrived at Chester at	2 57
		0 3	Three minutes allowed — Off at	3 0
CHESTER and HOLYHEAD, M. F. Y. 84 3 25	12 3 105	0 25	Arrived at Flint at	3 25
	4 2 55	0 8	Arrived at Holywell at	3 33
	13 2 25	0 22	Arrived at Rhyl at	3 55
	15 3 40	0 28	Arrived at Conway at	4 23
	14 2 180	0 25	Arrived at Bangor at	4 48
	3 4 35	0 15	Arrived at Llanfair at	5 3
	21 1 25	0 30	Arrived at the railway station, Holyhead, at	5 33 A.M.
	263 5 210	9 33		

TIME BILL of the BRANCH from HOLYHEAD TO CREWE.

			Despatched from the railway station, Holyhead, at	7 20 P.M.
CHESTER and HOLYHEAD: M. F. Y. 84 3 25	21 1 25	0 30	Arrived at Llanfair at	7 50
	3 4 35	0 15	Arrived at Bangor at	8 5
	14 2 180	0 27	Arrived at Conway at	8 32
	15 3 40	0 28	Arrived at Rhyl at	9 0
	13 2 25	0 25	Arrived at Holywell at	9 25
	4 2 55	0 10	Arrived at Flint at	9 35
	12 3 105	0 25	Arrived at Chester at	10 0
		0 10	Ten minutes allowed — Off at	10 10
LONDON and NORTH-WESTERN: M. F. Y. 21 0 73	21 0 73	0 35	Arrived at the railway station, Crewe, at	10 45
		0 15	Fifteen minutes allowed. Train off to London at	11 0 P.M.
	105 3 98	3 40		

TIME BILL of the BRANCH from CARSTAIRS to EDINBURGH.

	373 7 172	13 58	Despatched from Carstairs Junction at	9 58 A.M.
CALEDONIAN: M. F. Y. 27 4 80	27 4 80	0 45	Arrived at the railway station, Edinburgh, at	10 43
		0 5	Five minutes allowed — Off at	10 48
		0 10	Arrived at the General Post-office, Edinburgh, at	10 58 A.M.
	401 4 32	14 58		

TIME BILL of the BRANCH from EDINBURGH to CARSTAIRS.

			Despatched from the General Post-office, Edinburgh, at	2 16 P.M.
		0 15	Arrived at the railway station at	2 31
		0 5	Five minutes allowed — Off at	2 36
CALEDONIAN: M. F. Y. 27 4 80	27 4 80	0 42	Arrived at Carstairs Junction at	3 18
		0 10	Ten minutes allowed. Train off to London at	3 28
	27 4 80	1 12		

TIME BILL of the BRANCH from MOTHERWELL TO GLASGOW.

	389 6 112	14 35	Despatched from the Motherwell Railway Station at	10 35 A.M.
CALEDONIAN: M. F. Y. 12 0 120	12 0 120	0 22	Arrived at the South Side railway station, Glasgow, at	10 57
		0 5	Five minutes allowed — Off at	11 2
		0 10	Arrived at the Post-office, Glasgow, at	11 12
	401 7 12	15 12		

TIME BILL of the BRANCH from GLASGOW TO COATBRIDGE.

			Despatched from the Post-office, Glasgow, at	1 53 P.M.
CALEDONIAN: M. F. Y. 10 0 45	10 0 45	0 10	Arrived at the Buchanan-street railway station at	2 3
		0 7	Seven minutes allowed — Off at	2 10
		0 15	Arrived at the Coatbridge railway station at	2 25
		0 6	Six minutes allowed. Train off to London at	2 31
	10 0 45	0 38		

NIGHT MAIL TRAINS—*continued.*

Appendix, No. 1.

TIME BILL of the LONDON, DERBY, NEWCASTLE and EDINBURGH.

Contractors.	Distance.	Time Allowed.		Time of Arrival and Despatch.
	M. F. Y.	H. M.		H. M.
			Despatched from the General Post Office at -	8 0 P. M.
		0 18	Arrived at the railway station, Euston-square, at - - - - - - - -	8 18
		0 57	Fifty-seven minutes stop - - Off at	9 15
	24 4 59	0 40	Arrived at Boxmoor at - - - -	9 55
LONDON and NORTH-WESTERN:	15 6 129	0 30	Arrived at Leighton Buzzard at - - -	10 25
M. F. Y.	11 7 192	0 26	Arrived at Wolverton at - - - -	10 51
82 6 25	10 1 3	0 29	Arrived at Blisworth at - - - -	11 20
	20 2 82	0 40	Arrived at Rugby at - - - - -	12 0
		0 5	Five minutes allowed - - Off at	12 5 A.M.
	20 2 0	0 36	Arrived at Leicester at - - - -	12 41
	12 3 165	0 24	Arrived at Loughborough at - - -	1 5
	17 0 120	0 35	Arrived at the Railway Station, Derby, at -	1 40
		0 20	Twenty minutes allowed - - Off at	2 0
	7 2 60	- -	Belper.
MIDLAND:	6 5 85	- -	Wingfield.
M. F. Y.	10 0 135	0 37	Arrived at Chesterfield at - - - -	2 37
112 5 210	15 6 40	0 28	Arrived at Masbro' at - - - -	3 5
	13 0 180	- -	Barnsley.
	7 1 20	- -	Oakenshaw.
	2 7 65	0 40	Arrived at Normanton at - - - -	3 45
		0 5	Five minutes allowed - - Off at	3 50
YORK and	3 6 150	- -	Castleford.
NORTH-MIDLAND:	5 6 110	0 17	Arrived at Milford Junction at - - -	4 7
M. F. Y.	14 7 110	0 28	Arrived at York at - - - - -	4 35
24 4 150		0 10	Ten minutes allowed - - - Off at	4 45
	22 0 205	- -	Thirsk.
	7 6 100	0 49	Arrived at Northallerton at - - -	5 34
	14 2 30	0 21	Arrived at Darlington at - - - -	5 55
	12 0 170	0 20	Arrived at Ferryhill Junction at - - -	6 15
	8 0 175	0 15	Arrived at Belmont at - - - -	6 30
YORK,	3 5 20	- -	Fencehouses.
NEWCASTLE,	11 0 85	- -	Gateshead.
and	0 7 50	0 30	Arrived at Newcastle-on-Tyne at - - -	7 0
BERWICK:		0 30	Thirty minutes allowed - - Off at	7 30
M. F. Y.	16 0 150	0 30	Arrived at Morpeth at - - - -	8 0
146 3 190	11 7 95	0 20	Arrived at Acklington at - - - -	8 20
	7 3 95	0 20	Arrived at Bilton Junction at - - -	8 40
	15 5 130	0 30	Arrived at Belford at - - - - -	9 10
	15 2 205	0 35	Arrived at Berwick at - - - - -	9 45
		0 20	Twenty minutes allowed - - Off at	10 5
	7 2 57	0 17	Arrived at Ayton at - - - - -	10 22
	4 0 15	0 10	Arrived at Preston at - - - - -	10 32
	5 0 75	0 10	Arrived at Grant's House at - - -	10 42
	4 5 130	0 10	Arrived at Cockburnspath at - - -	10 52
	7 3 30	0 18	Arrived at Dunbar at - - - - -	11 10
	5 5 215	0 12	Arrived at Linton at - - - - -	11 22
NORTH-BRITISH:	5 5 30	0 15	Arrived at Drem at - - - - -	11 37
M. F. Y.	4 4 40	0 10	Arrived at Longniddry at - - - -	11 47
57 4 162	3 6 25	0 10	Arrived at Tranent at - - - - -	11 57
	3 0 5	0 8	Arrived at Inveresk at - - - -	12 5 P.M.
	6 3 200	0 15	Arrived at the railway station, Edinburgh, at	12 20
		0 5	Five minutes allowed - - Off at	12 25
		0 10	Arrived at the General Post-Office, Edinburgh, at - - - - - -	12 35
	424 1 77			
		16 35		

Appendix, No. 1.

NIGHT MAIL TRAINS—*continued.*

TIME BILL of the EDINBURGH, NEWCASTLE, DERBY, and LONDON.

Contractors.	Distance. M. F. Y.	Time Allowed. H. M.		Time of Arrival and Despatch. H. M.
			Despatched from the General Post Office, Edinburgh, at - - - - -	12 24 P.M.
		0 10	Arrived at the railway station at - - -	12 34
		0 5	Five minutes allowed - - Off at	12 39
	6 3 200	0 14	Arrived at Inveresk at - - - -	12 53
	3 0 5	0 9	Arrived at Tranent at - - - - -	1 2
	3 6 25	0 8	Arrived at Longniddry at - - - -	1 10
	4 4 40	0 10	Arrived at Drem at - - - - -	1 20
NORTH BRITISH:	5 5 30	0 13	Arrived at Linton at - - - - -	1 33
M. F. Y.	5 5 215	0 12	Arrived at Dunbar at - - - - -	1 45
57 4 162	7 3 30	0 18	Arrived at Cockburnspath at - - -	2 3
	4 5 130	0 11	Arrived at Grant's House at - - -	2 14
	5 0 75	0 12	Arrived at Reston at - - - - -	2 26
	4 0 15	0 9	Arrived at Ayton at - - - - -	2 35
	7 2 57	0 19	Arrived at Berwick at - - - -	2 54
		0 20	Twenty minutes allowed - - Off at	3 14
	15 2 205	0 28	Arrived at Belford at - - - -	3 42
	15 5 130	0 32	Arrived at Bilton Junction at - - -	4 14
	7 3 95	0 15	Arrived at Acklington at - - - -	4 29
	11 7 95	0 25	Arrived at Morpeth at - - - -	4 54
	16 0 150	0 36	Arrived at Newcastle at - - - -	5 30
		0 30	Thirty minutes allowed - Off at	6 0
YORK, NEWCASTLE, and BERWICK:	0 7 50	- -	Gateshead.	
	11 0 85	- -	Fencehouses.	
M. F. Y.	3 5 20	0 25	Arrived at Belmont at - - - -	6 24
146 3 190	8 0 175	0 16	Arrived at Ferryhill Junction at - - -	6 40
	12 0 170	0 24	Arrived at Darlington at - - - -	7 4
	14 2 30	0 22	Arrived at Northallerton at - - -	7 26
	7 6 100	- -	Thirsk.	
	22 0 205	0 53	Arrived at York at - - - - -	8 19
		0 15	Fifteen minutes allowed - Off at	8 34
	14 7 110	0 23	Arrived at Milford Junction at - - -	8 57
YORK, and NORTH MIDLAND:	5 6 110	- -	Castleford.	
M. F. Y.	3 6 150	0 22	Arrived at Normanton at - - - -	9 19
24 4 150		0 5	Five minutes allowed - Off at	9 24
	2 7 65	- -	Oakenshaw.	
	7 1 20	- -	Barnsley.	
	13 0 180	0 37	Arrived at Masbro' at - - - - -	10 1
	15 6 40	0 25	Arrived at Chesterfield at - - - -	10 26
MIDLAND:	10 0 135	- -	Wingfield.	
M. F. Y.	6 5 85	- -	Belper.	
112 5 210	7 2 60	0 43	Arrived at Derby at - - - - -	11 9
		0 21	Twenty-one minutes allowed - Off at	11 30
	17 0 120	0 30	Arrived at Loughborough at - - -	12 0 A.M.
	12 3 165	0 25	Arrived at Leicester at - - - -	12 25
	20 2 0	0 35	Arrived at Rugby at - - - - -	1 0
LONDON, and NORTH WESTERN:	30 3 85	1 15	Arrived at Wolverton at - - - -	2 15
	20 4 136	0 47	Arrived at Tring at - - - - -	3 2
M. F. Y.	14 0 189	0 30	Arrived at Watford at - - - -	3 32
82 6 25	17 5 55	0 43	Arrived at the railway station, Euston-square, at - - - - - -	4 15
		0 10	Ten minutes allowed.	
	424 1 77	0 18	Arrived at the General Post Office at - -	4 43
		16 19		

Appendix, No. 1.

DAY MAIL TRAINS.

TIME BILL of the LONDON, CARLISLE, PERTH, and ABERDEEN.

Contractors.	Distance.	Time Allowed.		Time of Arrival and Despatch.
	M. F. Y.	H. M.		H. M.
			Despatched from the General Post-office at -	8 45 A.M.
		0 18	Arrived at the railway station at - - -	9 3
		0 12	Twelve minutes allowed - Off at	9 15
	17 5 55	- -	Watford.	
	6 7 4	- -	Boxmoor.	
	3 2 53	- -	Berkhampstead.	
	3 7 132	0 52	Arrived at Tring at - - - - -	10 7
	8 4 164	- -	Leighton Buzzard.	
	6 2 56	- -	Bletchley.	
	5 5 136	- -	Wolverton.	
	10 1 3	0 48	Arrived at Blisworth at - - - -	10 55
	7 1 47	- -	Weedon.	
	13 0 155	0 35	Arrived at Rugby at - - - - -	11 30
London and North Western:	14 3 165	0 27	Arrived at Nuneaton at - - - -	11 57
	5 1 125	- -	Atherstone.	
M. F. Y.	7 5 185	0 25	Arrived at Tamworth - - - -	12 22 P.M.
188 0 95	6 1 45	- -	Lichfield.	
	7 7 185	- -	Rugeley.	
	9 3 10	0 48	Arrived at Stafford at - - - -	1 10
	5 6 149	- -	Norton Bridge.	
	8 1 198	- -	Whitmore.	
	10 4 125	0 37	Arrived at Crewe at - - - - -	1 47
		0 10	Ten minutes allowed - - Off at	1 57
	7 0 120	- -	Winsford.	
	4 4 123	- -	Hartford.	
	6 6 170	- -	Preston Brook.	
	5 4 187	0 53	Arrived at Warrington at - - - -	2 50
	5 5 43	- -	Newton.	
North Union:	7 2 7	0 25	Arrived at Wigan at - - - - -	3 15
M. F. Y.	9 0 130	- -	Chorley.	
22 3 152	6 1 15	0 30	Arrived at railway station, Preston, at - -	3 45
	9 1 170	- -	Garstang.	
	11 4 25	0 37	Arrived at Lancaster at - - - -	4 22
Preston, Lancaster, and	10 5 80	- -	Burton.	
Carlisle:	2 7 65	- -	Milnthorpe.	
	5 4 200	0 39	Arrived at Kendal Junction at - - -	5 1
M. F. Y.	32 1 80	1 3	Arrived at Penrith at - - - - -	6 4
89 6 15	17 5 55	0 36	Arrived at the railway station, Carlisle, at -	6 40
		0 20	Twenty minutes allowed - Off at	7 0
	25 6 175	0 45	Arrived at Locherbie at - - - -	7 45
		0 2	Two minutes stop.	
	13 7 170	0 23	Arrived at Beattock at - - - - -	8 10
		0 5	Five minutes stop.	
Caledonian:	33 7 5	1 5	Arrived at Carstairs Junction at - - -	9 20
M. F. Y.		0 5	Five minutes stop.	
105 6 125	15 6 160	0 28	Arrived at Motherwell at - - - -	9 53
		0 2	Two minutes stop.	
	5 3 105	0 10	Arrived at Coatbridge at - - - -	10 5
		0 5	Five minutes stop.	
	10 6 170	0 20	Arrived at Greenhill Lower Junction at -	10 30
	12 2 130	0 25	Arrived at Stirling at - - - - -	10 55
Scottish	4 7 130	0 20	Arrived at Dunblane at - - - -	11 15
Central:	5 6 155	0 13	Arrived at Greenloaning at - - -	11 28
M. F. Y.	8 4 120	0 30	Arrived at Auchterarder at - - - -	11 58
45 2 180	13 5 85	0 32	Arrived at the Perth station at - - -	12 30 A.M.
		0 10	Ten minutes allowed - - Off at	12 40
Perth and				
Dundee:	9 3 70	0 24	Arrived at Errol at - - - - -	1 4
M. F. Y.	2 3 85	0 6	Arrived at Inchture at - - - -	1 10
20 2 5	8 3 70	0 20	Arrived at Dundee railway station at - -	1 30
		0 10	Ten minutes allowed - - Off at	1 40
Dundee and				
Arbroath:	10 3 25	0 26	Arrived at Carnoustie at - - - -	2 6
		0 16	Arrived at Arbroath railway station at - -	2 22
M. F. Y.	6 1 155	0 5	Five minutes allowed - - Off at	2 27
16 4 180				
	7 4 198	0 21	Arrived at Guthrie Junction at - - -	2 48
	8 3 181	0 16	Arrived at Bridge of Dunn at - - -	3 4
Aberdeen:	2 5 5	0 6	Arrived at Dubton at - - - -	3 10
M. F. Y.	8 5 85	0 17	Arrived at Lawrencekirk at - - -	3 27
57 2 169	3 2 145	0 10	Arrived at Fordoun at - - - -	3 37
	11 0 165	0 22	Arrived at Stonehaven at - - - -	3 59
	15 4 50	0 37	Arrived at the railway station, Aberdeen, at -	4 36
		0 15	Arrived at the post-office, Aberdeen, at -	4 51 A.M.
	545 5 41	20 6		

(continued)

Appendix, No. 1.

DAY MAIL TRAINS—*continued.*

TIME BILL of the ABERDEEN, PERTH, CARLISLE, and LONDON.

Contractors.	Distance.			Time Allowed.			Time of Arrival and Despatch.		
	M.	F.	Y.	H.	M.		H.	M.	
						Despatched from the post-office, Aberdeen, at	2	18	P. M.
				0	15	Arrived at the railway station at - - -	2	33	
						Off at	2	33	
	7	4	115	-	-	Portlethen.			
	7	7	155	0	27	Arrived at Stonehaven at - - - -	3	0	
	7	1	135	-	-	Drumlithie.			
ABERDEEN:	3	7	30	0	20	Arrived at Fordoun at - - - -	3	20	
M. F. Y.	3	2	145	0	10	Arrived at Lawrencekirk at - - - -	3	30	
57 2 169	8	5	85	0	18	Arrived at Dubton at - - - -	3	84	
	2	5	5	0	9	Arrived at Bridge of Dunn at - - -	3	57	
	3	1	15	-	-	Farnell Road.			
	5	2	166	0	20	Arrived at Guthrie Junction at - - -	4	17	
	7	4	198	0	19	Arrived at Arbroath at - - - -	4	36	
DUNDEE AND				0	5	Five minutes allowed - - Off at	4	41	
ARBROATH:	6	1	155	0	13	Arrived at Carnoustie at - - - -	4	54	
M. F. Y.	10	3	25	0	29	Arrived at Dundee at - - - - -	5	23	
16 4 180				0	10	Ten minutes allowed - - Off at	5	33	
	8	3	70	0	21	Arrived at Inchture at - - - -	5	54	
PERTH AND	2	3	85	0	6	Arrived at Errol at - - - - -	6	0	
DUNDEE:	4	1	45	-	-	Glencarse.			
M. F. Y.	5	2	25	0	18	Arrived at railway station, Perth, at - -	6	18	
20 2 5				0	12	Twelve minutes allowed - - Off at	6	30	
	13	5	85	-	-	Auchterarder.			
	8	4	120	0	43	Arrived at Greenloaning at - - - -	7	13	
SCOTTISH	5	6	155	0	12	Arrived at Dumblane at - - - -	7	25	
CENTRAL:	4	7	130	0	15	Arrived at Stirling at - - - - -	7	40	
M. F. Y.	8	0	80	0	15	Arrived at Larbert at - - - - -	7	55	
45 2 180	4	2	50	0	12	Arrived at Greenhill Lower Junction at -	8	7	
				0	2	Two minutes allowed - - Off at	8	9	
	10	6	170	0	29	Arrived at Coatbridge at - - - -	8	38	
				0	5	Five minutes allowed - - Off at	8	43	
	5	3	105	0	7	Arrived at Motherwell at - - - -	8	50	
				0	5	Five minutes stop.			
CALEDONIAN:	15	6	160	0	20	Arrived at Carstairs Junction - - -	9	15	
M. F. Y.				0	10	Ten minutes stop.			
105 6 125	33	7	5	1	10	Arrived at Beattock at - - - -	10	35	
				0	5	Five minutes allowed.			
	13	7	170	0	26	Arrived at Lockerby at - - - -	11	6	
				0	2	Two minutes allowed.			
	25	6	175	0	55	Arrived at the railway station, Carlisle, at -	12	3	A. M.
				0	17	Seventeen minutes allowed - Off at	12	20	
	17	5	55	0	38	Arrived at Penrith at - - - - -	12	58	
	11	4	150	-	-	Shap.			
PRESTON,	20	4	150	1	6	Arrived at Kendal Junction at - - -	2	4	
LANCASTER AND	5	4	200	-	-	Milnthorpe.			
CARLISLE:	2	7	65	-	-	Burton.			
M. F. Y.	10	5	80	0	45	Arrived at Lancaster at - - - -	2	49	
89 6 15	11	4	25	-	-	Garstang.			
	9	1	170	0	50	Arrived at Preston at - - - - -	3	39	
				0	5	Five minutes allowed - - Off at	3	44	
	6	1	15	-	-	Chorley.			
NORTH UNION:	9	0	130	0	34	Arrived at Wigan at - - - - -	4	18	
M. F. Y.	7	2	7	0	16	Arrived at Newton at - - - - -	4	34	
22 3 152				0	10	Ten minutes allowed - - Off at	4	44	
	5	5	43	0	10	Arrived at Warrington at - - - -	4	54	
				0	5	Five minutes allowed - - Off at	4	59	
	5	4	187	-	-	Preston Brook.			
	6	6	170	-	-	Hartford.			
	4	4	123	-	-	Winsford.			
	7	0	120	0	35	Arrived at Crewe at - - - - -	5	34	
	10	4	125	-	-	Whitmore.			
	8	1	198	-	-	Norton Bridge.			
	5	6	149	0	52	Arrived at Stafford at - - - -	6	26	
	17	2	195	0	37	Arrived at Lichfield at - - - -	7	3	
	6	1	45	0	12	Arrived at Tamworth at - - - -	7	15	
	7	5	185	0	12	Arrived at Atherstone at - - - -	7	27	
LONDON AND	5	1	125	0	13	Arrived at Nuneaton at - - - -	7	40	
NORTH WESTERN:	14	3	165	0	40	Arrived at Rugby at - - - - -	8	20	
M. F. Y.				0	5	Five minutes allowed - - Off at	8	25	
188 0 95	13	0	155	0	21	Arrived at Weedon at - - - -	8	46	
	7	1	147	0	12	Arrived at Blisworth at - - - -	8	58	
	10	1	3	-	-	Wolverton.			
	5	5	136	-	-	Bletchley.			
	6	2	56	0	47	Arrived at Leighton Buzzard at - - -	9	45	
	8	4	164	-	-	Tring.			
	3	7	132	-	-	Berkhampstead.			
	3	2	53	-	-	Boxmoor.			
	6	7	4	0	38	Arrived at Watford at - - - -	10	23	
	17	5	55	0	37	Arrived at the railway station, Euston Grove, at	11	0	
				0	10	Ten minutes allowed - - Off at	11	10	
	545	5	41	0	18	Arrived at the General Post-office at - -	11	28	A. M.
				21	10				

DAY MAIL TRAINS—*continued.*

TIME BILL of the LONDON and HOLYHEAD.

Contractors.	Distance.	Time Allowed.		Time of Arrival and Despatch.
	M. F. Y.	H. M.		H. M.
			Despatched from the General Post-office at -	4 30 P.M.
		0 18	Arrived at the railway station at - - -	4 48
		0 12	Twelve minutes allowed - - Off at	5 0
	17 5 55	0 25	Arrived at Watford at - - - - -	5 25
	34 5 105	0 55	Arrived at Wolverton at - - - -	6 20
*LONDON and NORTH-WESTERN:	40 4 88	0 50	Arrived at Rugby at - - - - -	7 10
	14 3 165	0 24	Arrived at Nuneaton at - - - -	7 34
M. F. Y.	12 7 90	0 21	Arrived at Tamworth at - - - -	7 55
179 2 185	23 4 20	0 46	Arrived at Stafford at - - - - -	8 41
	24 5 32	0 46	Arrived at Crewe at - - - - -	9 27
		0 8	Eight minutes allowed - - Off at	9 35
	21 0 73	0 40	Arrived at the railway station, Chester, at -	10 15
		0 10	Ten minutes allowed - - Off at	10 25
	16 5 160	0 25	Arrived at Holywell at - - - -	10 50
CHESTER and HOLYHEAD:	13 2 25	0 22	Arrived at Rhyl at - - - - -	11 12
	15 3 40	0 33	Arrived at Conway at - - - - -	11 45
M. F. Y.	14 2 180	0 25	Arrived at Bangor at - - - - -	12 10 A.M.
84 3 25	24 5 60	0 55	Arrived at the railway station, Holyhead, at	1 5
	263 5 210	8 35		

TIME BILL of the BRANCH from HOLYHEAD to CREWE.

			Despatched from the railway station, Holyhead, at - - - - - - - -	2 0 A.M.
	24 5 60	0 45	Arrived at Bangor at - - - - -	2 45
CHESTER and HOLYHEAD:	14 2 180	0 27	Arrived at Conway at - - - - -	3 12
	15 3 40	0 32	Arrived at Rhyl at - - - - -	3 44
M. F. Y.	13 2 25	0 24	Arrived at Holywell at - - - -	4 8
84 3 25	16 5 160	0 32	Arrived at Chester at - - - - -	4 40
		0 5	Five minutes allowed - - Off at	4 45
LONDON and NORTH-WESTERN:	21 0 73	0 39	Arrived at the railway station, Crewe, at -	5 24
M. F. Y.		0 10	Ten minutes allowed.	
21 0 73			Train off to London at - - - -	5 34
	105 3 98	3 34		

TIME BILL of the BRANCH from CARSTAIRS to EDINBURGH.

	373 7 172	12 40	Despatched from Carstairs Junction at -	9 25 P.M.
CALEDONIAN:	27 4 80	0 54	Arrived at the railway station, Edinburgh, at	10 15
		0 5	Five minutes allowed - - Off at	10 20
M. F. Y.		0 10	Arrived at the General Post-office, Edinburgh, at - - - - - -	10 30
27 4 80	401 4 32	13 45		

TIME BILL of the BRANCH from EDINBURGH to CARSTAIRS.

			Despatched from the General Post-office, Edinburgh, at - - - - - -	8 0 P.M.
		0 20	Arrived at the railway station at - - -	8 20
		0 5	Five minutes allowed - - Off at	8 25
CALEDONIAN:	27 4 80	0 50	Arrived at Carstairs Junction at - - -	9 15
		0 10	Ten minutes allowed.	
M. F. Y.			Train off to London at - - - -	9 25
27 4 80	27 4 80	1 25		

TIME BILL of the BRANCH from COATBRIDGE to GLASGOW.

	395 1 217	13 25	Despatched from the Coatbridge Railway Station at - - - - - - -	10 10 P.M.
CALEDONIAN:	10 0 45	0 20	Arrived at the Buchanan-street Railway Station, Glasgow, at - - - - -	10 30
M. F. Y.		0 5	Five minutes allowed - - Off at	10 35
10 0 45		0 10	Arrived at the Post-office, Glasgow, at - -	10 45 P.M.
	405 2 42	14 0		

TIME BILL of the BRANCH from GLASGOW to MOTHERWELL.

			Despatched from the Post office, Glasgow, at	8 6 P.M.
		0 10	Arrived at the South Side Railway Station at	8 16
		0 7	Seven minutes allowed - - Off at	8 23
CALEDONIAN:	12 0 120	0 22	Arrived at the Motherwell Railway Station at	8 45
		0 5	Five minutes allowed.	
M. F. Y.			Train off to London at - - - -	8 50
12 0 120	12 0 120	0 44		

* From London to Chester the train is an ordinary passenger train; from Chester to Holyhead it is a mail train, under legal notice.

Appendix, No. 1.

DAY MAIL TRAINS—*continued.*

TIME BILL of the LONDON, YORK, NEWCASTLE, and EDINBURGH.

Contractors.	Distance. M. F. Y.	Time Allowed. H. M.		Time of Arrival and Despatch. H. M.
			Despatched from the General Post-office at -	9 0 A.M.
		0 18	Arrived at the railway station, King's Cross, at - - - - - -	9 18
		0 12	Twelve minutes allowed - Off at	9 30
	31 7 111	0 40	Arrived at Hitchin at - - - - -	10 10
		0 2	Two minutes stop - - Off at	10 12
	44 2 170	0 58	Arrived at Peterborough at - - - -	11 10
		0 3	Three minutes stop - - Off at	11 13
GREAT NORTHERN:	29 0 93	0 47	Arrived at Grantham at - - - -	12 0
M. F. Y.	14 5 154	0 23	Arrived at Newark at - - - - -	12 23 P.M.
190 3 213	18 3 148	0 27	Arrived at Retford at - - - - -	12 50
		0 3	Three minutes stop - - Off at	12 53
	17 2 185	0 25	Arrived at Doncaster at - - - -	1 18
		0 2	Two minutes stop - - Off at	1 20
	14 6 100	0 22	Arrived at Knottingley at - - - -	1 42
	4 7 77	0 13	Arrived at Milford Junction at - - -	1 55
	14 7 55	0 25	Arrived at York at - - - - -	2 20
		0 20	Twenty minutes allowed - Off at	2 40
	22 0 205	0 30	Arrived at Thirsk at - - - - -	3 10
YORK, NEWCASTLE, and BERWICK:	22 0 130	0 40	Arrived at Darlington at - - - -	3 50
	20 1 125	0 35	Arrived at Belmont at - - - -	4 25
M. F. Y.			Fencehouses.	
146 3 190			Gateshead.	
	15 4 155	0 30	Arrived at Newcastle at - - - -	4 55
		0 10	Ten minutes allowed - - Off at	5 5
	16 0 150	0 25	Arrived at Morpeth at - - - -	5 30
	19 2 190	0 25	Arrived at Bilton Junction at - - -	5 55
	31 0 115	0 50	Arrived at Berwick at - - - -	6 45 P.M.
Distance to Berwick	336 7 183	9 45	*N.B.*—The railway is not used beyond Berwick for the down Day Mail, but the bags are conveyed by a mail cart, which reaches Edinburgh at - - - -	5 0 A.M.
		10 15		
		20 0		

TIME BILL of the EDINBURGH, NEWCASTLE, DERBY, and LONDON.

			Despatched from the General Post-office, Edinburgh, at - - - - -	5 40 P.M.
		0 10	Arrived at the railway station at - - -	5 50
		0 5	Five minutes allowed - - Off at	5 55
	6 3 200	0 13	Arrived at Inveresk at - - - -	6 8
	3 0 5	0 10	Arrived at Tranent at - - - - -	6 18
	3 6 25	0 8	Arrived at Longniddry at - - - -	6 26
	4 4 40	0 10	Arrived at Drem at - - - - -	6 36
NORTH BRITISH:	5 5 30	0 13	Arrived at Linton at - - - - -	6 49
M. F. Y.	5 5 215	0 12	Arrived at Dunbar at - - - - -	7 1
57 4 162	7 3 30	0 18	Arrived at Cockburnspath at - - -	7 19
	4 5 130	0 11	Arrived at Grant's House at - - -	7 30
	5 0 75	0 12	Arrived at Reston at - - - - -	7 42
	4 0 15	0 9	Arrived at Ayton at - - - - -	7 51
	7 2 57	0 19	Arrived at Berwick at - - - -	8 10
		0 25	Twenty-five minutes allowed - Off at	8 35
	15 2 205	0 27	Arrived at Belford at - - - - -	9 2
	15 5 130	0 30	Arrived at Bilton Junction at - - -	9 32
YORK, NEWCASTLE, and BERWICK:	7 3 95	0 15	Arrived at Acklington at - - - -	9 47
	11 7 95	0 23	Arrived at Morpeth at - - - -	10 10
M. F. Y.	16 0 150	0 35	Arrived at Newcastle at - - - -	10 45
146 3 190		0 20	Twenty minutes allowed - Off at	11 5
	15 4 155	0 35	Arrived at Belmont at - - - -	11 40
	20 1 125	0 50	Arrived at Darlington at - - - -	12 30 A.M.
	44 1 115	1 25	Arrived at York at - - - - -	1 55
YORK and		0 15	Fifteen minutes allowed - Off at	2 10
NORTH MIDLAND:	14 7 110	0 23	Arrived at Milford Junction at - - -	2 33
	9 5 40	0 27	Arrived at Normanton at - - - -	3 0
M. F. Y.		0 10	Ten minutes allowed - - Off at	3 10
24 4 150	2 7 65	0 6	Arrived at Oakenshaw at - - - -	3 16
	7 1 20	0 14	Arrived at Barnsley at - - - -	3 30
	13 0 180	0 27	Arrived at Masbro' at - - - - -	3 57
	15 6 40	0 30	Arrived at Chesterfield at - - - -	4 27
	10 0 135	- -	Wingfield.	
MIDLAND:	6 5 85	0 28	Arrived at Belper at - - - - -	4 55
M. F. Y.	7 2 60	0 25	Arrived at Derby at - - - - -	5 20
112 5 210		0 40	Forty minutes allowed - - Off at	6 0
	12 2 15	0 25	Arrived at Kegworth at - - - -	6 25
	4 6 105	0 12	Arrived at Loughborough at - - -	6 37
	12 3 165	0 33	Arrived at Leicester at - - - -	7 10
	20 2 0	0 50	Arrived at Rugby at - - - - -	8 0
		0 25	Twenty-five minutes allowed - Off at	8 25
LONDON and		2 35	Arrived at the railway station, Euston-square, at - - - - - -	11 0
NORTH-WESTERN:	82 6 25	0 10	Ten minutes allowed.	
M. F. Y.		0 18	Arrived at the General Post-office at - -	11 28
82 6 25	424 1 77			
		17 48		

W. T. Wedderburn.

General Post Office,
29 April 1854.

Rowland Hill, Secretary.

RETURN, No. 3.

RETURN of the Hours at which each of the above Trains (*vide* Nos. 1 and 2 Returns) have arrived at the various Stations during the Months of October, November, and December last.

Memorandum.—So much of this Return as applies to Trains not Mail Trains will be furnished by the Railway Board.

NIGHT MAIL.—LONDON TO EDINBURGH, GLASGOW, AND ABERDEEN.

OCTOBER.

DATE.	Left Euston-square.	Arrived at Rugby.	Arrived at Tamworth.	Arrived at Crewe.	Arrived at Preston.	Arrived at Carlisle.	Arrived at Edinburgh.	Arrived at Glasgow.	Arrived at Greenhill.	Arrived at Perth.	Arrived at Forfar.	Arrived at Aberdeen.
Proper Time -	8 45 p.m.	11 32 p.m.	12 25 a.m.	2 13 a.m.	4 7 a.m.	7 17 a.m.	10 43 a.m.	11 8 a.m.	11 7 a.m.	12 47 p.m.	2 11 p.m	5 7 p.m.
1853:												
October 1 - -	8 51 p.m.	11 32 p.m.	12 26 a.m.	2 14 a.m.	4 26 a.m.	7 43 a.m.	11 25 a.m	- -	11 48 a.m.	1 38 p.m.	2 55 p.m.	5 7 p.m.
2 - -	8 48	11 39	12 27	2 14	4 9	7 17	10 50	- -	11 5	1 8	2 30	5 5
3 - -	8 52	11 39	12 32	2 35	4 49	7 52	11 20	- -	11 52	1 45	2 57	5 3
4 - -	8 47	11 36	12 25	2 15	4 31	7 40	11 12	- -	11 56	1 45	2 58	5 7
5 - -	8 56	11 42	12 32	2 22	4 30	7 45	11 10	- -	11 47	1 44	3 5	5 15
6 - -	8 47	11 32	12 27	2 25	4 27	7 40	11 0	- -	11 26	1 15	2 34	5 7
7 - -	8 52	11 38	12 30	2 24	4 45	8 0	11 20	- -	11 47	1 42	2 55	5 10
8 - -	8 50	11 43	12 38	2 29	4 48	8 6	11 41	- -	12 6 p.m.	1 54	3 5	5 15
9 - -	8 50	11 39	12 30	2 11	4 15	7 24	10 45	- -	11 14 a.m.	1 33	2 53	5 6
10 - -	8 47	11 41	12 35	2 30	4 45	7 58	11 50	These time	12 19 p.m.	2 17	3 30	5 30
11 - -	8 48	11 37	12 28	2 13	4 23	7 40	11 10	bills cannot	11 48 a.m.	1 34	2 45	5 15
12 - -	8 53	12 5 a.m.	1 2	3 51	4 57	8 13	11 45	be found.	12 23 p.m.	2 23	3 46	5 55
13 - -	8 48	11 35 p.m.	12 25	2 12	4 23	7 30	11 5	- -	11 26 a.m.	1 18	2 45	5 8
14 - -	8 52	11 34	12 31	2 58	5 37	8 42	12 0	- -	12 25 p.m.	2 16	3 30	5 45
15 - -	8 50	11 45	12 34	2 20	4 19	7 30	10 55	- -	11 24 a.m.	1 14	2 23	4 45
16 - -	8 47	11 35	12 32	2 18	4 15	7 16	10 45	- -	11 9	1 8	2 32	5 7
17 - -	8 47	11 35	12 28	2 20	4 28	7 40	11 0	- -	11 29	1 30	2 55	5 12
18 - -	8 47	11 35	12 25	2 13	5 23	8 25	11 45	- -	12 18 p.m.	2 8	3 29	5 55
19 - -	8 47	11 34	12 26	2 25	4 37	7 46	11 5	- -	11 22 a.m.	1 28	2 50	5 7
20 - -	8 48	11 31	12 24	2 22	4 30	7 45	11 15	- -	12 2 p.m.	2 8	3 20	5 40
21 - -	8 51	11 41	12 40	2 32	4 45	7 55	11 15	- -	11 45 a.m.	1 33	2 43	5 17
22 - -	8 47	11 33	12 25	2 11	4 16	7 30	11 47	12 30 p.m.	12 25 p.m.	2 18	3 24	5 25
23 -	8 45	11 35	12 28	2 13	4 25	7 27	11 2	11 15 a.m.	11 17 a.m.	1 7	2 30	5 10
24 - -	8 48	11 38	12 34	2 19	4 25	7 35	10 50	11 22	11 14	1 17	2 41	5 8
25 - -	8 47	11 31	12 26	2 11	4 20	7 47	11 0	11 28	11 28	1 22	2 57	5 7
26 - -	8 49	11 32	12 26	2 15	4 20	7 35	10 50	11 15	11 7	1 0	2 25	5 10
27 - -	8 48	11 34	12 25	2 15	4 19	7 20	10 45	11 15	11 10	1 25	2 50	5 10
28 - -	9 5	11 43	12 39	2 38	5 0	8 11	12 0	12 10 p.m.	12 11 p.m.	1 56	3 10	5 18
29 - -	8 50	11 30	12 25	2 20	4 37	7 51	11 15	11 35 a.m.	11 32 a.m.	1 8	2 30	4 50
30 - -	8 46	11 32	12 25	2 9	4 12	7 9	10 45	11 10	11 19	1 18	2 45	5 7
31 - -	8 47	11 36	12 27	4 50	7 18	10 24	2 0	2 22	2 31	4 27	6 5	9 54

(*continued*)

NIGHT MAIL.—LONDON TO EDINBURGH, GLASGOW, AND ABERDEEN—*continued.*

NOVEMBER.

DATE.	Left Euston-square.	Arrived at Rugby.	Arrived at Tamworth.	Arrived at Crewe.	Arrived at Preston.	Arrived at Carlisle.	Arrived at Edinburgh.	Arrived at Glasgow.	Arrived at Greenhill.	Arrived at Perth.	Arrived at Forfar.	Arrived at Aberdeen.
Proper Time -	8 45 p.m.	11 32 p.m.	12 25 a.m.	2 13 a.m.	4 7 a.m.	7 17 a.m.	10 43 a.m.	11 8 a.m.	11 7 a.m.	12 47 a.m.	2 11 a.m.	5 7 a.m.
1853:												
November 1 -	8 52 a.m.	11 33 p.m.	12 32 a.m.	2 28 a.m.	4 44 a.m.	7 56 a.m.	11 20 a.m.	11 50 a.m.	11 50 a.m.	1 48 a.m.	2 59 a.m.	5 15 a.m.
2 -	8 50	11 33	12 31	2 29	5 3	8 7	11 30	12 6 p.m.	12 8 p.m.	2 3	3 10	5 20
3 -	8 51	11 39	12 36	2 29	4 34	7 47	11 10	11 25 a.m.	11 29 a.m.	1 23	2 40	5 15
4 -	8 53	11 43	12 37	not timed	5 0	8 10	11 23	11 55	11 56	1 43	2 50	5 10
5 -	8 45	11 34	12 27	2 25	4 37	7 45	11 20	11 45	11 47	1 38	2 45	4 58
6 -	8 46	11 33	12 23	2 10	4 10	7 23	11 55	11 12	11 15	1 0	2 17	5 7
7 -	8 50	11 40	12 31	2 21	4 30	7 34	11 15	12 15 p.m	11 45	1 36	2 45	5 10
8 -	8 50	11 33	12 30	2 26	4 27	7 32	11 55	11 37 a.m.	11 38	1 26	2 44	5 7
9 -	8 50	11 32	12 32	2 27	4 25	7 36	10 47	11 20	11 19	1 3	2 30	5 7
10 -	8 50	11 32	12 37	2 30	4 45	7 50	11 5	11 20	11 24	1 5	2 20	5 10
11 -	8 57	11 52	12 47	2 48	5 10	8 16	11 50	12 25 p.m.	12 23 p.m.	2 15	3 28	5 40
12 -	8 57	11 40	12 32	2 19	4 35	7 44	11 20	11 36 a.m.	11 37 a.m.	1 18	2 30	4 23
13 -	8 47	11 34	12 23	2 13	4 14	7 22	10 55	11 15	11 16	1 6	2 25	5 5
14 -	8 45	11 31	*vid* Byham	4 20	6 53	10 2	1 30	not timed	2 0	3 48	4 58	7 25
15 -	8 47	11 31	12 25	2 22	4 30	7 42	11 0	not timed	11 26	1 30	2 55	5 7
16 -	8 50	11 30	12 26	2 21	4 39	7 42	12 25 p.m.	12 10 p.m.	12 12 p.m.	1 53	3 5	5 20
17 -	8 46	11 30	12 27	2 25	4 32	7 46	11 5 a.m.	11 35 a.m.	11 33 a.m.	1 16	2 40	5 20
18 -	8 58	11 45	12 41	2 39	5 5	8 27	11 30	12 8	12 7 p m.	1 54	3 0	5 12
19 -	8 47	11 32	12 28	2 18	4 23	7 34	11 5	11 28	11 27 a.m.	1 6	2 20	5 6
20 -	8 45	11 29	12 20	2 7	4 10	7 17	10 45	11 23	11 18	1 18	2 50	5 12
21 -	8 48	11 34	12 26	2 25	4 56	8 7	11 40	12 10 p.m.	12 14 p.m.	2 12	3 20	5 40
22 -	8 46	12 6 a.m.	1 28	3 24	5 40	8 38	11 49	12 10 a.m.	12 16	2 6	3 20	5 40
23 -	8 54	11 45 p.m.	12 38	2 26	4 30	7 36	11 0	11 29 a.m.	11 26 a.m.	1 18	2 50	5 7
24 -	8 50	11 42	12 37	2 24	4 27	7 42	11 3	11 35	11 21	1 35	2 55	5 15
25 -	8 56	11 48	12 38	2 21	4 49	8 3	11 25	11 56	11 53	1 37	2 52	5 15
26 -	8 41	11 35	12 30	2 21	4 55	8 4	11 30	11 48	11 49	1 41	2 54	5 0
27 -	8 47	11 34	12 24	2 10	4 10	7 22	11 5	11 25	11 24	1 12	2 36	5 10
28 -	8 47	11 39	12 30	2 20	4 27	7 39	11 0	11 30	11 25	1 25	2 40	5 10
29 -	8 47	11 30	12 25	2 10	4 10	7 12	10 40	11 20	11 7	1 0	2 28	5 7
30 -	8 54	11 37	12 32	2 16	4 17	7 24	10 45	11 18	11 13	1 7	2 34	5 7

DECEMBER.

DATE.	Left Euston-square.	Arrived at Rugby.	Arrived at Tamworth.	Arrived at Crewe.	Arrived at Preston.	Arrived at Carlisle.	Arrived at Edinburgh.	Arrived at Glasgow.	Arrived at Greenhill.	Arrived at Perth.	Arrived at Forfar.	Arrived at Aberdeen.	
Proper Time -	8 45 p.m.	11 32 p.m.	12 25 a.m	2 13 a.m.	4 7 a.m.	7 17 a.m.	10 43 a.m.	11 8 a.m.	11 7 a.m.	12 47 p.m.	2 11 p.m.	5 7 p.m.	
1853:													
December 1 -	8 54 p.m.	11 46 p.m.	12 40 a.m	2 38 a.m.	4 42 a.m.	7 49 a.m.	11 20 a.m.	11 45 a.m.	11 45 a.m.	1 30 p.m.	2 40 p.m.	5 25 p.m.	
2 -	8 55	11 50	12 40	2 36	5 20	8 24	11 40	12 16 p.m.	12 14 p.m.	2 11	3 15	5 35	
3 -	8 50	11 53	12 56	2 52	5 10	8 30	12 0	12 33	12 30	2 8	3 17	5 15	
4 -	8 48	11 38	12 31	2 16	4 14	7 14	11 40	11 15 a.m.	11 7 a.m	1 0	2 40	5 10	
5 -	8 48	11 52	12 42	2 37	4 54	7 59	11 30	12 30 p.m.	12 35 p.m.	2 14	3 20	5 35	
6 -	8 48	11 36	12 30	2 25	4 55	8 0	11 30	11 59 a.m.	11 59 a.m.	1 50	3 0	5 7	
7 -	8 50	11 34	12 26	2 20	4 55	8 4	11 30	12 10 p.m.	12 8 p.m.	1 51	2 55	5 5	
8 -	8 45	11 40	12 39	2 38	4 45	7 47	11 5	11 33 a.m.	11 30 a.m.	1 22	2 35	5 25	
9 -	8 54	11 45	12 45	2 45	5 3	8 20	11 42	12 25 p m.	12 21 p.m.	2 14	3 25	5 37	
10 -	8 50	12 19 a.m.	1 21	2 53	4 59	8 16	11 45	12 8	12 11	1 56	3 0	5 0	
11 -	8 47	11 31 p.m.	12 25	2 10	4 13	7 25	10 45	11 35 a.m.	11 30 a.m.	1 50	3 7	5 12	
12 -	8 53	11 41	12 35	2 30	4 40	8 3	11 25	11 55	11 55	1 41	2 47	5 15	
13 -	8 52	11 38	12 37	2 31	4 37	7 43	11 15	11 40	12 0	1 55	3 0	5 15	
14 -	8 49	11 42	12 40	2 34	4 34	7 45	11 20	11 45	11 42	1 35	2 52	5 12	
15 -	8 50	11 49	12 45	2 38	5 18	8 32	11 55	12 29 p.m.	12 23 p.m.	2 15	3 25	5 45	
16 -	9 8	12 5 a.m.	1 5	2 58	5 18	8 17	12 30 p.m.	1 10	1 7	2 52	4 0	6 5	
17 -	8 50	11 44 p.m.	12 41	3 17	5 21	8 32	11 55 a.m.	12 20	12 16	1 50	2 57	5 7	
18 -	8 45	11 31	12 22	2 10	4 7	7 14	10 48	11 10 a.m.	11 7 a.m.	12 52	2 21	5 10	
19 -	8 52	11 51	12 50	2 38	5 16	8 42	12 10 p.m.	12 35 p.m.	12 36 p.m.	2 18	3 30	5 47	
20 -	9 3	12 1 a.m.	12 59	2 50	4 53	8 2	11 20 a.m.	12 5	12 4	1 52	3 1	5 15	
21 -	8 57	11 55 p.m.	12 49	2 40	4 50	8 2	11 25	12 10	12 14	1 58	3 8	5 15	
22 -	8 57	11 57	12 46	2 29	4 26	7 39	11 15	11 45 a.m.	11 49 a.m.	1 22	2 45	5 20	
23 -	9 10	12 15 a.m.	1 10	3 6	5 47	9 6	12 50 p.m.	1 16 p.m.	1 17 p.m.	3 14	4 19	6 45	
24 -	9 4	11 59 p.m.	12 50	2 41	4 52	8 8	11 35 a.m.	12 0	12 0	1 40	2 52	5 0	
25 -	8 47	11 37	12 33	2 30	4 37	7 44	11 25	11 55 a.m.	11 58 a.m.	1 28	2 35	5 10	
26 -	8 58	11 54	not timed	2 45	4 44	8 0	11 35	12 9 p.m.	12 10 p.m.	1 48	2 55	6 10	
27 -	8 54	11 55	12 55	3 2	5 10	8 13	11 40	12 8	12 9	2 12	3 20	8 15	
28 -	9 1	11 51	12 48	2 42	4 43	7 52	11 25	11 50 a.m.	11 49 a.m.	1 30	2 40	5 15	
29 -	8 54	4 4	5 5	6 56	8 55	12 6 p.m.	3 40 p.m.	4 10 p.m.	4 8 p.m.	5 54	7 8	- Line blocked up: snow.	
30 -	9 0	11 47	12 43	2 36	4 55	8 4 a.m.	12 0	12 30	12 27	2 3	3 27	- ditto.	
31 -	9 15	12 19 a.m.	1 15	3 7	5 23	8 32	12 0	12 28	12 27	2 10	3 10	- ditto.	

NIGHT MAIL.—ABERDEEN, GLASGOW, AND EDINBURGH, TO LONDON.

OCTOBER.

DATE.	Left Aberdeen.	Arrived at Forfar.	Arrived at Perth.	Arrived at Greenhill.	Left Edinburgh.	Left Glasgow.	Arrived at Carlisle.	Arrived at Preston.	Arrived at Crewe.	Arrived at Tamworth.	Arrived at Rugby.	Arrived at Euston Square.
Proper Time -	8 42 a.m.	10 45 a.m.	12 0 a.m.	1 52 p.m.	2 36 p.m.	2 10 p.m.	5 46 p.m.	8 48 p.m.	10 50 p.m.	12 42 a.m.	1 39 a.m.	4 50 a.m.
1853:												
September 30 -	- Time bills not to be found -			2 16 p.m.	2 36 p.m.	- -	6 10 p.m.	9 25 p.m.	11 30 p.m.	1 25 a.m.	3 8 a.m.	6 19 a.m.
October 1 -		"		2 12	2 36	- -	5 46	9 7	11 9	1 0	2 0	5 0
2 -	8 42 a.m.	10 45 a.m.	12 0 a.m.	1 57	2 36	- -	5 46	9 3	11 5	1 3	2 6	5 12
3 -	8 42	10 45	12 0	2 4	2 36	- -	5 46	9 7	11 12	1 5	2 6	5 12
4 -	8 42	11 2	12 8	2 6	2 36	- -	6 8	9 25	11 40	1 30	2 27	5 25
5 -	8 42	10 45	12 0	2 11	2 36	- -	5 46	9 4	11 11	1 54	2 55	6 5
6 -	8 42	10 45	12 0	2 6	2 36	- -	5 52	8 57	10 51	12 58	2 0	4 58
7 -	8 42	10 45	12 0	2 25	2 36	- -	6 22	9 35	11 34	1 17	2 19	5 40
8 -	8 42	10 45	12 0	2 2	2 36	- -	5 45	8 56	11 5	1 0	2 5	5 27
9 -	8 42	10 45	12 0	1 54	2 36		5 43	8 47	10 54	12 57	1 55	5 4
10 -	8 42	10 45	12 0	1 59	2 36	These	5 55	8 59	10 59	1 5	2 2	5 3
11 -	8 42	10 48	12 0	2 13	2 36	time bills	5 52	8 55	10 58	12 51	1 50	5 7
12 -	8 42	10 45	12 0	2 12	2 36	cannot be	6 12	9 34	11 27	1 12	2 21	5 30
13 -	8 42	10 58	12 0	2 6	2 36	found.	6 5	9 21	11 13	1 14	2 18	5 24
14 -	8 42	10 45	12 0	2 27	2 36	- -	6 17	9 45	12 5 a.m.	1 58	3 34	6 40
15 -	8 42	10 45	12 0	2 8	2 36	- -	5 47	9 3	11 6 p.m.	1 13	2 14	5 20
16 -	8 42	10 40	12 0	1 52	2 36	- -	5 50	9 7	10 59	1 13	2 13	5 25
17 -	8 42	10 45	12 0	1 53	2 36	- -	5 46	8 53	11 0	1 7	2 10	5 8
18 -	8 42	10 45	12 0	1 57	2 36	- -	5 45	8 50	10 58	12 58	1 58	5 9
19 -	8 42	10 40	12 0	2 0	2 36	- -	5 46	8 54	10 55	12 50	1 52	4 55
20 -	8 42	10 45	12 0	2 2	2 36	- -	5 54	8 52	10 56	12 47	1 52	4 54
21 -	8 42	11 5	12 15 p.m.	2 12	2 36	- -	6 9	9 15	11 11	1 13	2 23	5 30
22 -	8 47	10 55	12 5	2 17	2 36	2 10 p.m.	5 59	9 2	10 55	12 55	2 5	5 8
23 -	8 42	10 45	12 0 a.m.	1 56	2 36	2 10	5 55	8 58	11 9	1 5	2 9	5 25
24 -	8 42	10 45	12 0	2 1	2 36	2 10	6 5	8 58	10 55	12 48	1 48	5 16
25 -	8 42	10 50	11 55	2 4	2 36	2 7	5 49	8 56	11 12	1 10	2 12	5 30
26 -	8 42	10 45	12 0	2 2	2 36	2 10	5 53	8 59	11 6	1 40	2 35	5 50
27 -	8 42	10 45	12 0	1 52	2 36	2 10	5 45	8 52	11 3	1 38	3 0	6 25
28 -	8 42	10 40	11 55	1 53	2 36	2 10	5 45	8 54	11 0	12 57	1 56	6 15
29 -	8 42	10 45	12 0	1 59	2 36	2 10	5 46	8 56	11 2	1 0	1 55	5 22
30 -	8 42	10 45	12 0	1 55	2 36	2 10	5 46	8 55	10 56	12 52	1 48	4 55
31 -	8 42	10 40	12 0	2 5	2 36	2 10	5 55	9 5	11 22	2 14	3 13	6 28

NIGHT MAIL.—ABERDEEN, GLASGOW, AND EDINBURGH, TO LONDON—*continued.*

NOVEMBER.

DATE.	Left Aberdeen.	Arrived at Forfar.	Arrived at Perth.	Arrived at Greenhill.	Left Edinburgh.	Left Glasgow.	Arrived at Carlisle.	Arrived at Preston.	Arrived at Crewe.	Arrived at Tamworth.	Arrived at Rugby.	Arrived at Euston Square.
Proper Time -	8 42 a.m.	10 45 a.m.	12 0 a.m.	1 52 p.m.	2 36 p.m.	2 10 p.m.	5 46 p.m.	8 48 p.m.	10 50 p.m.	12 42 a.m.	1 39 a.m.	4 50 a.m.
1853:												
November 1 -	8 42 a.m.	10 45 a.m.	12 0 a.m.	2 9 p.m.	2 36 p.m.	2 10 p.m.	6 17 p.m.	9 12 p.m.	11 7 p.m.	1 28 a.m.	2 35 a.m.	6 3 a.m.
2 -	8 42	10 45	12 0	2 10	2 36	2 10	5 46	8 54	11 0	12 53	1 50	5 0
3 -	8 42	10 40	12 0	1 55	2 36	2 10	6 5	9 10	11 8	1 5	2 5	5 20
4 -	8 42	10 45	12 0	1 52	2 36	2 10	5 46	8 51	10 57	1 10	2 10	5 25
5 -	8 42	10 45	12 0	1 59	2 36	2 10	5 45	8 52	11 2	1 2	2 0	5 26
6 -	8 42	10 35	11 50	2 0	2 36	2 10	5 46	8 51	11 10	1 0	2 0	5 17
7 -	8 42	10 45	12 0	2 1	2 36	not timed	5 46	9 5	11 7	1 9	2 7	5 17
8 -	8 42	10 45	12 0	2 0	2 36	2 10	5 46	8 54	10 52	12 41	1 41	4 43
9 -	8 42	10 40	12 0	1 59	2 36	2 10	5 46	8 48	10 59	12 50	1 47	5 1
10 -	8 42	10 45	12 0	2 5	2 36	2 10	6 2	9 2	11 0	12 50	1 48	4 55
11 -	8 42	10 45	12 0	2 2	2 36	2 10	5 46	8 51	10 52	12 40	1 40	4 43
12 -	8 42	10 40	12 0	2 0	2 36	2 10	5 46	8 49	10 59	12 54	1 47	4 54
13 -	8 42	10 45	12 0	1 55	2 36	2 10	5 45	8 50	10 56	12 52	1 55	5 1
14 -	8 42	10 45	12 0	1 55	2 36	2 10	5 46	8 50	10 54	*vid* Birmingham	3 32	6 39
15 -	8 42	10 40	12 0	1 53	2 36	2 10	5 46	8 55	10 57	12 55	1 59	5 0
16 -	8 42	10 45	12 0	1 55	2 36	2 10	5 45	8 48	10 50	12 40	1 41	4 58
17 -	8 42	10 45	12 0	1 55	2 36	2 10	5 46	8 52	10 50	12 50	1 47	4 50
18 -	8 42	10 45	12 0	1 56	2 36	2 10	5 46	8 57	11 7	1 0	1 58	4 57
19 -	8 42	10 45	12 0	1 58	2 36	2 10	5 52	8 52	11 58	12 48	1 54	5 10
20 -	8 42	10 45	12 0	1 55	2 36	2 10	5 46	8 50	10 55	12 44	1 40	4 50
21 -	8 42	10 40	12 0	1 54	2 36	2 10	5 45	8 49	11 43	1 44	2 45	5 41
22 -	8 42	10 45	12 0	1 57	2 36	2 10	5 56	8 52	11 0	1 0	2 3	5 22
23 -	8 42	10 45	12 0	1 55	2 36	2 10	5 44	8 55	10 58	12 52	1 52	5 5
24 -	8 42	10 40	11 35	1 52	2 36	2 10	5 46	8 55	10 59	12 58	2 0	4 55
25 -	8 42	10 45	12 0	2 8	2 36	2 10	6 12	9 22	11 14	1 1	2 15	5 32
26 -	8 42	10 45	12 0	1 57	2 36	2 10	5 46	8 52	11 12	1 0	1 59	4 59
27 -	8 42	10 40	12 0	1 55	2 36	2 10	5 46	8 55	10 54	12 49	1 47	4 53
28 -	8 42	10 45	12 0	1 55	2 36	2 10	5 46	8 41	10 59	1 18	2 30	5 43
29 -	8 42	10 45	12 0	1 52	2 36	2 10	5 45	8 51	10 56	12 48	2 2	5 9
30 -	8 42	10 40	12 0	1 52	2 36	2 10	5 56	8 50	10 50	12 42	1 41	4 55

(*continued*)

NIGHT MAIL.—ABERDEEN, GLASGOW, AND EDINBURGH, TO LONDON—*continued.*

DECEMBER.

DATE.	Left Aberdeen.	Arrived at Forfar.	Arrived at Perth.	Arrived at Greenhill.	Left Edinburgh.	Left Glasgow.	Arrived at Carlisle.	Arrived at Preston.	Arrived at Crewe.	Arrived at Tamworth.	Arrived at Rugby.	Arrived at Euston Square.
Proper Time -	8 42 a.m.	10 45 a.m.	12 0 a.m.	1 52 p.m.	2 36 p.m.	2 10 p.m.	5 46 p.m.	8 48 p.m.	10 50 p.m.	12 42 a.m.	1 39 a.m.	4 50 a.m.
1853:												
December 1 -	8 42 a.m.	10 45 a.m.	12 0 a.m.	1 55 p.m.	2 36 p.m.	2 10 p.m.	5 45 p.m.	8 48 p.m.	11 7 p.m.	12 56 a.m.	2 0 a.m	5 7 a.m.
2 -	8 42	10 45	12 0	2 6	2 36	2 10	5 46	8 49	10 52	12 59	2 0	5 10
3 -	8 42	10 40	12 0	2 1	2 36	2 10	5 50	9 10	11 19	1 13	2 11	5 13
4 -	8 42	10 45	12 0	1 53	2 36	2 10	5 55	8 55	11 5	12 59	1 59	5 17
5 -	8 42	10 45	12 0	1 58	2 36	2 10	5 45	8 51	10 55	12 48	1 45	5 0
6 -	8 42	10 53	12 0	2 5	2 36	2 10	5 55	9 2	11 1	12 50	1 53	5 0
7 -	8 42	10 45	12 0	1 58	2 36	2 10	5 45	8 50	11 28	1 26	2 27	5 33
8 -	8 42	10 45	12 0	1 56	2 36	2 10	5 46	8 53	10 57	12 49	1 51	5 8
9 -	8 42	10 40	12 0	2 0	2 36	2 10	5 46	8 55	11 19	1 16	2 16	5 30
10 -	8 42	10 45	12 0	2 0	2 36	2 10	6 15	9 17	11 15	1 0	2 7	5 32
11 -	8 42	10 45	12 0	1 56	2 36	2 10	5 46	8 47	10 57	12 58	1 56	4 50
12 -	8 42	10 40	12 0	1 56	2 36	2 10	5 49	8 53	10 52	12 47	1 55	5 8
13 -	8 42	10 45	12 0	1 56	2 36	2 10	5 45	8 55	11 2	12 53	1 54	5 0
14 -	8 42	10 45	12 0	1 55	2 36	2 10	5 46	8 54	10 55	1 12	2 16	5 25
15 -	8 42	10 40	12 0	2 0	2 36	2 10	6 2	9 1	11 1	1 2	1 57	5 13
16 -	8 42	10 45	12 0	2 2	2 36	2 10	5 56	8 54	10 59	12 50	1 47	5 25
17 -	8 42	10 45	12 0	1 56	2 36	2 10	5 46	8 51	10 57	12 57	1 57	5 20
18 -	8 42	10 40	12 0	2 21	2 36	2 10	6 7	9 11	11 5	1 1	2 5	5 5
19 -	8 42	10 45	12 0	1 56	2 36	2 10	5 47	8 57	11 2	12 56	2 9	5 25
20 -	8 42	10 45	12 0	1 56	2 36	2 10	5 46	8 50	11 55	12 58	1 59	5 0
21 -	8 42	10 40	12 0	1 56	2 36	2 10	5 46	8 53	11 7	1 0	2 5	5 30
22 -	8 42	10 45	12 0	1 55	2 36	2 17	5 45	8 53	10 57	1 13	2 10	5 22
23 -	8 45	10 45	12 0	2 5	2 36	2 10	5 46	8 57	10 55	1 20	2 35	6 20
24 -	8 42	10 40	12 0	2 7	2 36	2 10	5 48	9 25	11 30	1 21	2 10	5 31
25 -	8 42	10 45	12 0	1 55	2 36	2 10	5 45	8 55	10 57	12 55	1 55	4 52
26 -	8 42	10 45	12 0	1 55	2 36	2 10	5 46	8 50	10 53	12 48	1 48	5 5
27 -	8 42	10 40	12 0	2 0	2 36	2 10	5 50	9 0	11 9	12 57	2 5	5 32
28 -	8 42	10 24	12 35	2 35	2 36	2 10	6 48	10 4	12 2 a.m.	1 50	2 55	6 20
29 -	8 42	10 45	12 0	2 6	2 36	2 12	6 38	10 2	12 17	2 3	3 13	6 49
30 -	8 42	1 25	2 45	1 56	2 36	2 10	5 46	8 55	10 56 p.m.	1 3	2 5	not timed.
31 -	- -	No trains ran; snow.	- -	2 27	2 36	2 10	5 46	8 55	10 54	1 5	2 17	5 27

NIGHT MAIL.—LONDON TO HOLYHEAD.

OCTOBER, NOVEMBER, DECEMBER.

DATE.	Left Euston Square.	Arrived at Chester.	Arrived at Holyhead.	DATE.	Left Euston Square.	Arrived at Chester.	Arrived at Holyhead.	DATE.	Left Euston Square.	Arrived at Chester.	Arrived at Holyhead.
Proper Time - -	8 45 p.m.	2 57 a.m.	5 33 a.m.	Proper Time - -	8 45 p.m.	2 57 a.m.	5 33 a.m.	Proper Time -	8 45 p.m.	2 57 a.m.	5 33 a.m.
1853:				1853:				1853:			
October 1 - -	8 51 p.m.	3 18 a.m.	6 9 a.m.	November 1 -	8 52 p.m.	3 35 a.m.	6 40 a.m.	December 1 -	8 54 p.m.	3 33 a.m.	6 21 a.m.
2 - -	8 48	3 12	5 53	2 -	8 50	3 35	6 29	2 -	8 55	3 44	6 27
3 - -	8 52	3 54	6 52	3 -	8 51	3 31	6 24	3 -	8 50	- Time bill not to be found.	
4 - -	8 47	3 10	6 13	4 -	8 53	3 45	6 27	4 -	8 48	- - ditto.	
5 - -	8 56	3 20	6 8	5 -	8 45	3 29	6 35	5 -	8 48	3 40	6 20
6 - -	8 47	3 28	6 28	6 -	8 46	3 6	5 49	6 -	8 48	3 26	6 6
7 - -	8 52	3 30	6 26	7 -	8 50	3 19	6 0	7 -	8 50	3 15	6 4
8 - -	8 50	3 29	6 5	8 -	8 50	3 21	6 3	8 -	8 45	3 36	6 27
9 - -	8 50	3 8	5 50	9 -	8 50	3 25	6 9	9 -	8 54	3 55	6 41
10 - -	8 47	3 25	6 6	10 -	8 49	3 29	6 18	10 -	8 50	3 51	6 25
11 - -	8 48	3 24	6 12	11 -	8 57	3 58	6 37	11 -	8 47	3 6	5 45
12 - -	8 53	3 51	6 44	12 -	8 57	3 15	5 55	12 -	8 53	3 25	6 7
13 - -	8 48	3 8	5 52	13 -	8 47	3 14	5 53	13 -	8 52	3 32	6 1
14 - -	8 52	4 20	not timed.	14 -	8 45	5 20	8 5	14 -	8 49	3 28	6 10
15 - -	8 50	3 20	6 6	15 -	8 47	3 19	6 4	15 -	8 50	3 42	7 35
16 - -	8 47	3 7	6 0	16 -	8 50	3 24	6 10	16 -	9 8	4 10	7 4
17 - -	8 47	3 25	6 25	17 -	8 46	3 22	6 5	17 -	8 50	3 57	6 50
18 - -	8 47	3 8	5 45	18 -	8 58	3 45	6 34	18 -	8 45	3 2	5 35
19 - -	8 47	3 19	6 5	19 -	8 47	3 14	6 7	19 -	8 52	3 43	6 29
20 - -	8 48	3 20	6 19					20 -	9 3	3 45	6 35
21 - -	8 51	3 35	6 50	20 -	8 45	3 5	5 45	21 -	8 57	3 34	6 15
22 - -	8 47	3 13	6 18	21 -	8 48	3 25	6 9	22 -	8 57	3 23	6 7
23 - -	8 45	3 11	5 49	22 -	8 46	4 21	7 0	23 -	9 10	4 21	7 5
24 - -	8 48	3 17	6 1	23 -	8 54	3 24	6 6	24 -	9 4	3 44	6 30
25 - -	8 47	3 5	5 45	24 -	8 50	3 21	6 2	25 -	8 47	3 25	6 22
26 - -	8 49	3 9	5 56	25 -	8 56	3 31	6 22	26 -	8 58	3 45	6 45
27 - -	8 48	3 15	6 5	26 -	8 41	3 27	6 5	27 -	8 54	3 56	6 45
28 - -	9 5	3 45	6 30	27 -	8 47	3 4	5 51	28 -	9 1	3 35	6 35
29 - -	8 50	3 22	5 58	28 -	8 47	3 19	6 10	29 -	8 54	7 55	10 39
30 - -	8 46	3 5	5 57	29 -	8 47	3 5	5 50	30 -	9 0	3 38	6 51
31 - -	8 47	5 56	8 40	30 -	8 54	3 9	5 50	31 -	9 15	4 18	9 2

The working from London to Crewe is shown in the Returns of working from London to Aberdeen.

NIGHT MAIL.—HOLYHEAD TO LONDON.

OCTOBER, NOVEMBER, DECEMBER.

DATE.	Left Holyhead.	Arrived at Chester.	Arrived at Crewe.
Proper Time - -	7 20 p.m.	10 0 p.m.	10 45 p.m.
1853:			
September 30 - -	7 20 p.m.	10 0 p.m.	10 50 p.m.
October 1 - -	7 20	10 0	10 45
2 - -	7 20	10 0	10 50
3 - -	7 22	10 15	11 0
4 - -	7 22	10 0	10 50
5 - -	7 20	10 0	10 53
6 - -	7 25	1 4 a.m.	1 52 a.m.
7 - -	7 20	10 50 p.m.	11 38 p.m.
8 - -	7 23	10 1	10 52
9 - -	7 24	10 12	11 0
10 - -	7 23	10 5	10 57
11 - -	7 25	10 5	10 48
12 - -	7 26	10 6	10 53
13 - -	7 24	10 0	10 49
14 - -	7 24	10 5	10 50
15 - -	7 23	10 4	10 50
16 - -	7 20	10 0	10 52
17 - -	7 20	10 20	11 6
18 - -	7 25	10 9	10 54
19 - -	7 32	10 8	10 50
20 - -	7 20	10 0	10 48
21 - -	7 53	10 27	11 12
22 - -	7 30	10 6	10 50
23 - -	7 20	10 9	10 57
24 - -	7 20	10 0	10 50
25 - -	7 23	10 0	10 49
26 - -	7 21	10 20	11 12
27 - -	7 23	10 14	11 25
28 - -	7 20	10 10	11 8
29 - -	7 32	10 9	10 59
30 - -	7 23	10 14	10 59
31 - -	7 39	10 30	11 13

DATE.	Left Holyhead.	Arrived at Chester.	Arrived at Crewe.
Proper Time -	7 20 p.m.	10 0 p.m.	10 45 p.m.
1853:			
November 1 -	7 46 p.m.	10 38 p.m.	11 27 p.m.
2 -	7 23	10 6	10 53
3 -	7 20	10 5	10 54
4 -	7 24	10 14	11 5
5 -	7 22	10 19	11 8
6 -	7 20	10 0	10 45
7 -	7 20	10 0	10 48
8 -	7 20	10 0	10 46
9 -	7 20	10 0	10 49
10 -	7 24	10 3	10 50
11 -	7 20	10 0	10 47
12 -	7 20	10 0	10 49
13 -	7 22	10 12	10 57
14 -	7 20	10 55	11 42
15 -	7 20	10 0	10 48
16 -	7 24	10 0	10 50
17 -	7 24	10 0	10 50
18 -	7 20	10 0	10 47
19 -	7 20	10 0	10 52
20 -	7 20	10 0	10 47
21 -	7 20	10 0	10 52
22 -	7 23	10 6	10 51
23 -	7 23	10 5	10 50
24 -	7 20	10 0	10 49
25 -	7 34	10 4	10 45
26 -	7 25	10 8	10 47
27 -	7 20	10 0	10 47
28 -	7 21	10 9	11 5
29 -	7 24	10 2	10 50
30 -	7 20	10 0	10 45

DATE.	Left Holyhead.	Arrived at Chester.	Arrived at Crewe.
Proper Time -	7 20 p.m.	10 0 p.m.	10 45 p.m.
1853:			
December 1 -	7 24 p.m.	10 2 p.m.	10 48 p.m.
2 -	7 22	10 0	10 50
3 -	7 20	10 0	10 45
4 -	- -	Time bill cannot be found.	
5 -	- -	ditto.	
6 -	7 20	10 0	10 57
7 -	7 23	10 2	10 49
8 -	7 22	10 0	10 52
9 -	7 20	10 3	10 53
10 -	7 30	10 12	10 52
11 -	7 20	10 0	10 52
12 -	7 20	10 0	10 47
13 -	7 28	10 2	10 49
14 -	7 48	10 39	11 14
15 -	7 20	10 15	11 13
16 -	7 26	10 5	10 50
17 -	7 20	10 0	10 47
18 -	7 39	10 15	10 57
19 -	7 26	10 5	10 51
20 -	7 35	10 10	10 50
21 -	7 30	10 10	10 54
22 -	7 58	10 32	11 13
23 -	7 33	10 16	11 5
24 -	7 25	10 5	10 55
25 -	7 25	10 4	10 50
26 -	7 26	10 10	10 55
27 -	7 45	11 18	12 10 a.m.
28 -	7 42	10 22	11 5 p.m.
29 -	7 20	10 7	11 0
30 -	7 20	10 2	11 0
31 -	7 21	10 50	11 38

The working from Crewe to London is shown in the Returns of working from Aberdeen to London.

NIGHT MAIL.—LONDON TO YORK, NEWCASTLE, AND EDINBURGH.

OCTOBER.

DATE.	Left London.	Arrived at Rugby.	Arrived at Derby.	Arrived at Normanton.	Arrived at York.	Arrived At Newcastle-Upon-Tyne.	Arrived at Berwick.	Arrived at Edinburgh.
Proper Time - -	9 0 p.m.	12 midnight	1 40 a.m.	3 45 a.m.	4 35 a.m.	7 0 a.m.	9 45 a.m.	12 20 p.m.
1853:								
October 1 - -	9 8 p.m.	12 13 a.m.	1 55 a.m.	4 12 a.m.	5 0 a.m.	7 25 a.m.	9 45 a.m.	12 14 p.m.
2 - -	9 0	12 0	1 37	3 58	4 51	7 5	9 45	12 42
3 - -	9 0	12 0	1 37	4 6	4 59	7 30	10 8	1 15
4 - -	9 6	12 5	1 40	4 0	4 55	7 16	9 45	12 24
5 - -	9 10	12 10	1 50	4 5	5 4	7 47	10 7	12 40
6 - -	9 3	12 7	1 46	4 26	5 21	7 55	10 8	12 48
7 - -	9 11	12 5	1 42	4 20	5 17	7 50	10 8	12 43
8 - -	9 10	12 9	1 45	4 0	4 58	7 33	10 10	12 35
9 - -	9 5	12 5	1 48	3 56	4 50	7 22	9 45	12 33
10 - -	9 2	12 2	1 41	4 12	5 22	7 58	10 10	12 55
11 - -	9 0	12 3	1 38	4 20	5 16	7 40	10 5	12 50
12 - -	9 8	12 8	1 48	4 34	5 37	8 3	10 16	12 58
13 - -	9 10	12 4	1 41	4 18	5 25	7 53	10 11	12 50
14 - -	9 10	12 10	1 43	4 3	5 9	7 34	9 50	12 32
15 - -	9 8	12 2	1 38	4 2	4 59	7 36	10 0	12 30
16 - -	9 3	12 0	1 43	3 55	4 55	7 24	9 45	12 27
17 - -	9 0	12 2	1 58	4 18	5 28	7 58	10 20	1 18
18 - -	9 4	12 0	1 43	3 57	4 58	7 19	9 45	12 23
19 - -	9 7	12 15	1 57	4 5	5 3	8 0	10 20	1 6
20 - -	9 0	12 0	1 43	3 52	4 48	7 22	9 57	12 38
21 - -	9 18	12 15	1 58	4 15	5 20	7 37	9 52	12 42
22 - -	9 10	12 6	1 45	4 20	5 10	7 34	9 56	12 16
23 - -	9 0	12 1	1 38	3 45	4 38	7 18	9 52	12 27
24 - -	9 4	12 5	1 55	4 12	5 7	7 30	9 55	12 30
25 - -	9 5	12 5	1 42	4 5	4 58	7 20	9 45	1 8
26 - -	9 10	12 7	1 50	4 10	5 6	7 46	10 15	12 46
27 - -	9 0	12 5	1 58	4 5	5 0	7 29	9 45	12 50
28 - -	9 30	12 29	2 8	4 20	5 25	8 0	10 30	1 28
29 - -	9 10	12 5	1 52	3 56	4 50	7 30	9 45	12 15
30 - -	9 0	12 3	1 40	3 47	4 46	7 21	9 45	12 28
31 - -	9 13	12 7	1 47	4 0	5 0	7 24	9 45	12 30

NOVEMBER.

Proper Time - -	9 0 p.m.	12 midnight.	1 40 a.m.	3 45 a.m.	4 35 a.m.	7 0 a.m.	9 45 a.m.	12 20 p.m.
1853:								
November 1 - -	9 10 p.m.	12 10 p.m.	1 48 a.m.	3 57 a.m.	4 50 a.m.	7 20 a.m.	9 45 a.m.	12 34 p.m.
2 - -	9 8	12 15	2 0	7 51	9 3	11 30	1 32	8 0
3 - -	9 10	12 4	1 37	4 10	5 10	7 34	10 0	12 50
4 - -	9 10	12 10	1 53	4 14	5 17	7 47	10 0	12 55
5 - -	9 9	12 12	1 38	4 8	5 5	7 30	9 50	12 17
6 - -	9 2	12 0	1 36	4 5	4 50	7 20	9 45	12 28
7 - -	9 0	12 5	1 48	4 22	5 15	7 40	10 0	12 48
8 - -	9 3	12 7	1 47	3 56	4 56	7 30	9 45	12 30
9 - -	9 7	12 14	1 51	4 20	5 12	7 39	10 5	12 40
10 - -	9 5	12 4	1 44	4 12	5 9	7 40	9 55	12 50
11 - -	9 19	12 30	2 5	4 19	5 18	7 50	10 15	12 57
12 - -	9 10	12 20	1 55	4 15	5 15	7 56	10 12	12 38
13 - -	9 0	11 58	1 38	3 52	4 36	7 23	9 45	12 45
14 - -	9 5	12 3	2 8	4 28	5 30	8 0	10 10	12 52
15 - -	9 7	12 8	2 3	4 10	5 15	7 42	10 0	12 45
16 - -	9 18	12 23	2 2	4 45	6 5	8 50	11 0	1 55
17 - -	9 4	12 3	1 45	4 20	5 20	7 58	10 15	1 4
18 - -	9 14	12 14	1 51	4 20	5 20	7 56	10 12	1 15
19 - -	9 10	12 10	1 45	4 5	4 55	7 30	10 0	1 30
20 - -	9 0	12 0	1 38	3 43	4 40	7 20	9 45	12 20
21 - -	9 5	12 11	1 56	4 25	5 50	8 29	10 48	1 23
22 - -	9 0	12 20	2 25	4 45	6 13	8 52	10 55	1 38
23 - -	9 22	1 0	2 40	4 44	5 43	8 15	10 32	1 9
24 - -	9 7	12 0	1 45	4 10	5 5	7 54	10 5	12 38
25 - -	9 12	12 20	2 3	4 30	5 36	8 10	10 27	1 10
26 - -	9 3	12 10	2 0	4 18	5 23	7 55	10 15	12 38
27 - -	9 0	12 0	1 38	3 53	4 40	7 17	9 45	12 22
28 - -	9 5	12 3	1 44	4 4	5 1	7 30	9 45	12 50
29 - -	9 4	12 3	1 39	4 0	4 56	7 34	9 55	12 32
30 - -	9 23	12 19	1 56	4 25	5 18	7 50	10 20	1 15

NIGHT MAIL.—LONDON TO YORK, NEWCASTLE, AND EDINBURGH—*continued.*

DECEMBER.

DATE.	Left London.	Arrived at Rugby.	Arrived at Derby.	Arrived at Normanton.	Arrived at York.	Arrived at Newcastle-upon-Tyne.	Arrived at Berwick.	Arrived at Edinburgh.
Proper Time -	9 0p.m.	12 midnight	1 40a.m.	3 45a.m.	4 35a.m.	7 0a.m.	9 45a.m.	12 20p.m.
1853:								
December 1 -	9 10p.m.	12 9a.m.	1 47a.m.	4 6a.m.	5 3a.m.	7 45a.m.	10 5a.m.	12 55p.m.
2 -	9 20	12 23	2 5	4 30	5 34	8 20	10 38	1 50
3 -	9 13	12 15	2 5	4 30	5 30	7 57	10 10	12 31
4 -	9 0	12 0	1 50	4 0	4 50	7 20	9 53	12 30
5 -	9 5	12 10	1 57	4 7	5 5	7 42	9 50	12 30
6 -	9 4	12 8	1 50	4 10	5 0	7 38	10 4	12 52
7 -	9 15	12 18	2 10	4 15	5 13	7 30	10 15	12 50
8 -	9 6	12 15	1 57	4 4	5 0	7 25	9 45	12 25
9 -	9 15	12 20	2 3	4 27	5 28	8 22	10 40	1 25
10 -	9 5	12 37	2 16	4 30	5 30	8 7	10 20	12 40
11 -	9 3	12 7	1 41	3 50	4 47	7 38	9 55	12 28
12 -	9 8	12 5	1 46	4 10	5 0	7 46	10 15	12 58
13 -	9 7	12 9	1 45	3 59	4 57	7 57	10 15	12 55
14 -	9 13	12 8	1 52	4 23	5 22	8 0	10 15	1 15
15 -	9 10	12 17	1 52	4 12	5 9	7 40	10 8	1 0
16 -	9 34	12 30	2 10	4 47	5 49	8 42	11 12	2 10
17 -	9 8	12 8	1 49	4 30	5 36	8 10	10 30	12 52
18 -	9 1	12 0	1 38	4 2	4 54	7 22	10 0	12 30
19 -	9 16	12 28	2 20	4 31	5 53	8 35	10 55	1 32
20 -	9 22	12 20	2 7	4 25	5 25	8 20	10 33	1 18
21 -	9 20	12 34	2 27	4 40	5 38	8 20	10 44	1 26
22 -	9 14	12 16	2 16	4 35	5 32	8 25	10 43	1 40
23 -	9 28	12 42	2 32	5 5	6 5	9 5	11 25	2 38
24 -	9 28	12 38	2 25	4 48	5 55	8 40	11 15	1 35
25 -	9 0	11 52	1 38	3 44	4 40	7 20	9 50	12 35
26 -	9 10	12 7	1 56	4 10	5 9	7 46	10 7	1 24
27 -	9 19	12 27	2 19	4 28	6 10	8 55	11 20	2 21
28 -	9 25	12 28	2 19	4 42	5 49	8 35	10 55	1 35
29 -	9 12	4 27	6 19	8 23	9 12	11 54	2 35	5 30
30 -	9 19	12 23	2 4	4 28	5 27	8 33	11 8	2 4
31 -	9 35	12 42	2 25	4 50	5 52	9 14	not timed	2 44

NIGHT MAIL.—EDINBURGH, NEWCASTLE, AND YORK, TO LONDON.

OCTOBER.

DATE.	Left Edinburgh.	Arrived at Berwick.	Arrived at Newcastle.	Arrived at York.	Arrived at Normanton.	Arrived at Derby.	Arrived at Rugby.	Arrived at Euston Square.
Proper Time -	12 39p.m.	2 54p.m.	5 30p.m.	8 19p.m.	9 19p.m.	11 9p.m.	1 0a.m.	4 30a.m.
1853:								
September 30	12 39p.m.	2 54p.m.	5 29p.m.	8 36p.m.	9 40p.m.	11 43p.m.	1 40a.m.	4 58a.m.
October 1 -	12 39	2 54	5 29	8 27	9 30	11 20	1 10	4 30
2 -	12 39	2 54	5 29	8 20	9 22	11 5	1 11	4 36
3 -	12 39	2 54	5 29	8 37	9 42	11 50	1 30	4 35
4 -	12 39	2 54	5 45	8 41	9 40	11 44	1 40	4 50
5 -	12 42	2 57	5 50	8 26	9 45	11 10	1 25	4 40
6 -	12 39	2 54	5 30	8 22	9 31	11 30	1 19	4 30
7 -	12 39	2 54	5 38	8 27	9 30	11 29	1 16	4 40
8 -	12 39	2 54	5 30	8 32	9 32	11 29	1 15	4 42
9 -	12 39	2 54	5 29	8 40	9 46	11 30	1 15	4 45
10 -	12 39	2 54	5 29	8 40	9 43	11 30	1 26	4 40
11 -	12 39	2 54	5 29	8 30	9 52	11 43	1 42	4 48
12 -	12 39	3 52	6 15	9 5	10 3	12 8a.m.	2 20	5 12
13 -	12 39	2 54	5 29	8 26	9 30	11 25p.m.	1 10	4 38
14 -	12 39	2 54	5 29	8 50	10 0	11 52	1 45	4 37
15 -	12 44	2 59	5 40	8 40	10 0	12 0	1 43	4 40
16 -	12 39	2 54	5 30	8 25	9 23	11 10	1 5	4 35
17 -	12 45	3 3	5 45	8 38	9 39	11 28	1 23	4 35
18 -	12 39	2 54	5 29	8 35	9 30	11 35	1 17	4 35
19 -	12 44	2 58	5 33	8 34	9 26	11 15	1 0	4 30
20 -	12 39	2 54	5 55	8 40	9 40	11 40	1 30	4 34
21 -	12 44	2 58	5 40	8 15	9 45	11 45	1 45	5 0
22 -	12 39	2 54	5 29	8 36	9 33	11 40	1 30	5 0
23 -	12 39	2 54	5 29	8 25	9 25	11 18	1 2	4 35
24 -	12 39	2 54	5 35	8 45	9 46	11 30	1 25	4 40
25 -	12 39	2 54	6 40	9 47	10 49	12 44a.m.	2 32	5 40
26 -	12 39	2 54	6 4	8 42	9 40	11 38p.m.	1 22	4 50
27 -	12 39	2 54	7 20	10 13	11 40	1 40	3 27	6 40
28 -	12 39	2 54	5 29	8 45	9 42	11 50	1 35	4 50
29 -	12 39	2 54	5 29	8 30	9 35	11 28	1 15	4 58
30 -	12 39	2 54	5 29	8 25	9 26	11 20	1 20	4 33
31 -	12 39	2 54	5 29	8 34	9 32	11 35	1 27	4 47

NIGHT MAIL.—EDINBURGH, NEWCASTLE, AND YORK, TO LONDON—*continued.*

NOVEMBER.

DATE.	Left Edinburgh.	Arrived at Berwick.	Arrived at Newcastle.	Arrived at York.	Arrived at Normanton.	Arrived at Derby.	Arrived at Rugby.	Arrived at Euston Square.
oper Time - -	12 39 p.m.	2 54 p.m.	5 30 p.m.	8 19 p.m.	9 19 p.m.	11 9 p.m.	1 0 a.m.	4 30 a.m.
1853:								
ovember 1 -	12 39 p.m.	2 54 p.m.	5 30 p.m.	8 29 p.m.	9 25 p.m.	11 33 p.m.	1 17 a.m.	4 30 a.m.
2 -	12 44	2 54	5 30	8 33	9 32	11 25	1 15	4 45
3 -	12 39	2 54	5 30	8 44	9 42	11 40	1 35	4 45
4 -	12 39	2 54	5 29	8 30	9 45	11 30	1 27	4 35
5 -	12 39	2 54	5 40	8 40	9 46	11 42	1 30	4 45
6 -	12 39	2 54	5 29	8 30	9 31	11 23	1 2	4 30
7 -	12 39	2 54	5 29	8 30	9 40	11 30	1 32	4 32
8 -	12 40	2 59	5 33	8 30	9 30	11 28	1 25	4 30
9 -	12 39	3 0	5 30	8 31	9 32	11 33	1 30	4 35
10 -	12 44	2 59	5 38	8 44	9 40	11 39	1 25	4 35
11 -	12 39	2 54	5 32	8 36	9 33	11 28	1 25	4 32
12 -	12 44	3 0	5 35	8 34	9 39	11 39	1 20	4 40
13 -	12 39	2 54	5 29	8 25	9 30	11 9	1 0	4 30
14 -	12 39	2 54	5 37	8 28	9 34	11 20	1 10	4 45
15 -	12 39	2 54	5 40	8 24	9 23	11 23	1 15	4 35
16 -	12 39	2 54	5 35	8 35	9 50	11 48	1 23	4 40
17 -	12 39	2 54	5 33	8 50	9 47	11 47	1 34	4 35
18 -	12 39	2 54	5 30	8 45	9 50	11 56	1 37	4 40
19 -	12 39	2 54	5 48	10 14	11 22	1 15 a.m.	3 5	6 10
20 -	12 39	2 54	5 29	8 25	9 38	11 32 p.m.	1 5	4 30
21 -	12 39	2 54	5 29	8 19	9 31	11 29	1 34	4 40
22 -	12 41	3 0	5 43	8 44	9 59	12 3 a.m.	1 58	5 12
23 -	12 39	2 54	5 30	8 45	9 50	11 43 p.m.	1 43	4 45
24 -	12 39	2 54	5 35	8 32	9 39	11 35	1 20	4 35
25 -	12 39	2 54	5 40	9 20	10 25	12 5 a.m.	2 10	5 5
26 -	12 39	2 54	5 30	8 32	9 32	11 33 p.m.	1 40	4 45
27 -	12 39	2 54	5 29	8 28	9 28	11 28	1 35	4 45
28 -	12 39	2 54	5 30	8 45	9 45	11 50	1 57	5 20
29 -	12 39	2 54	5 30	8 33	9 47	12 3 a.m.	1 55	4 50
30 -	12 39	2 54	5 29	8 43	9 53	11 58 p.m.	1 53	5 10

DECEMBER.

oper time - -	12 39 p.m.	2 54 p.m.	5 30 p.m.	8 19 p.m.	9 19 p.m.	11 9 p.m.	1 0 a.m.	4 30 a.m.
1853:								
cember 1 - -	12 39 p.m.	3 0 p.m.	5 35 p.m.	8 49 p.m.	9 40 p.m.	11 37 p.m.	1 40 a.m.	4 50 a.m.
2 - -	12 44	2 59	5 34	8 40	9 35	11 45	1 55	5 0
3 - -	12 39	2 54	5 40	8 48	9 41	11 40	1 47	5 17
4 - -	12 39	2 54	5 29	8 22	9 29	11 28	1 25	4 32
5 - -	12 39	2 54	5 48	8 32	9 32	11 46	1 27	4 37
6 - -	12 39	2 54	5 34	8 34	9 39	11 40	1 27	4 32
7 - -	12 39	2 58	5 33	8 35	9 45	11 30	1 34	4 46
8 - -	12 39	2 54	5 29	8 40	9 30	11 40	1 40	4 50
9 - -	12 39	2 54	5 30	8 40	9 39	11 41	1 42	4 45
10 - -	12 39	2 54	5 43	8 38	9 30	11 30	1 30	5 0
11 - -	12 39	2 54	5 29	8 30	9 32	11 20	1 5	4 37
12 - -	12 39	2 54	5 34	8 30	9 31	11 38	1 33	4 45
13 - -	12 39	2 54	5 42	8 45	9 50	11 50	1 30	4 45
14 - -	12 39	3 0	5 40	8 38	9 39	11 40	1 40	5 12
15 - -	12 39	3 0	5 44	8 42	9 39	11 35	1 25	4 55
16 - -	12 39	2 54	5 30	8 32	9 33	11 40	1 30	5 5
17 - -	12 39	2 54	5 29	8 31	9 35	12 58 a.m.	2 40	5 55
18 - -	12 39	2 54	5 30	8 40	9 35	11 23 p.m.	1 11	4 40
19 - -	12 39	2 54	5 29	8 40	9 47	12 6 a.m.	1 53	5 0
20 - -	12 39	3 0	5 35	8 35	9 30	11 30 p.m.	1 29	4 35
21 - -	12 42	3 8	5 38	8 40	9 35	11 43	1 40	5 0
22 - -	12 39	3 0	5 30	9 2	10 0	12 0	2 5	5 10
23 - -	12 39	3 0	5 40	8 48	9 45	12 5 a.m.	3 10	7 0
24 - -	12 43	2 58	5 45	8 52	9 57	12 0 p.m.	1 55	5 20
25 - -	12 39	2 54	5 52	8 39	9 40	11 37	1 23	4 35
26 - -	12 39	2 54	5 55	8 31	9 31	11 35	1 40	4 55
27 - -	12 39	2 54	5 30	8 44	9 43	12 9 a.m.	2 0	5 30
28 - -	12 45	3 0	5 45	8 53	9 50	12 8	2 20	6 0
29 - -	12 39	2 54	5 30	8 40	9 40	11 48 p.m.	2 42	6 15
30 - -	12 39	2 54	5 34	8 36	9 15	11 45	1 32	4 40
31 - -	12 39	2 54	5 30	8 40	9 46	12 0	2 8	5 10

DAY MAIL.—LONDON TO EDINBURGH, GLASGOW, AND ABERDEEN.

OCTOBER.

DATE.	Left Euston Square.	Arrived at Rugby.	Arrived at Tamworth.	Arrived at Crewe.	Arrived at Preston.	Arrived at Carlisle.	Arrived at Edinburgh.	Arrived at Glasgow.	Arrived at Greenhill.	Arrived at Perth.	Arrived at Dundee.	Arrived at Arbroath.	Arrived at Aberdeen.
Proper Time	9 15 a.m.	11 30 a.m.	12 22 p.m.	1 47 p.m.	3 45 p.m.	6 40 p.m.	10 15 p.m.	10 30 p.m.	10 30 p.m.	12 30 a.m.	1 30 a.m.	2 22 a.m.	4 36 a.m.
1853:													
October 1	9 17 a.m.	11 31 a.m.	12 24 p.m.	1 56 p.m.	4 0 p.m.	7 5 p.m.	10 33 p.m.	- -	10 58 p.m.	1 10 a.m.	2 20 a.m.	3 12 a.m.	5 25 a.m.
2	Sunday	- - -	- - -	- - -	- - -	- - -	- - -	- -	- -	- -	1 30	2 22	4 33
3	9 17	11 30	12 21	1 54	3 45	6 53	10 27	- -	10 57	1 10	2 15	3 9	5 26
4	9 20	11 35	12 30	2 5	3 56	7 2	10 24	- -	10 55	12 55	1 56	2 48	5 5
5	9 17	11 26	12 22	1 57	3 50	6 59	10 35	- -	11 10	12 55	2 5	2 55	5 15
6	9 18	11 30	12 24	2 4	3 56	6 53	10 56	- -	11 30	1 45	2 55	3 47	6 10
7	9 18	11 31	12 25	1 52	3 50	6 58	10 40	- -	11 10	1 15	2 26	3 18	5 30
8	9 17	11 33	12 28	2 0	3 50	6 50	11 16	- -	11 46	1 30	2 30	3 22	5 43
9	Sunday	- - -	- - -	- - -	- - -	- - -	- - -	- -	- -	- -	1 30	2 22	4 36
10	9 19	11 28	12 20	1 55	3 48	6 56	10 12	Time bills	10 45	12 40	2 0	3 1	5 15
11	9 16	11 28	12 20	1 54	3 45	6 58	10 30	cannot be	10 57	12 45	1 50	2 42	5 5
12	9 16	11 27	12 25	2 0	3 45	6 50	10 10	found.	10 50	12 40	1 45	2 40	5 0
13	9 18	11 45	12 40	2 6	4 8	7 15	10 30	- -	11 0	12 40	1 50	2 45	4 55
14	9 17	11 30	12 22	1 50	3 56	7 0	10 15	- -	10 47	12 40	1 45	2 35	4 50
15	9 18	11 35	12 29	2 0	3 52	7 0	10 20	- -	10 52	12 37	1 40	2 32	4 55
16	Sunday	- - -	- - -	- - -	- - -	- - -	- - -	- -	- -	- -	1 30	2 22	4 36
17	9 15	11 35	12 27	2 4	3 48	6 57	10 35	- -	11 0	12 55	2 10	3 5	4 20
18	9 15	11 35	12 28	1 52	3 45	6 42	10 12	- -	10 50	12 50	1 55	2 47	5 0
19	9 15	11 34	12 26	1 57	3 45	6 54	10 15	- -	10 48	12 30	1 45	2 30	4 50
20	9 16	11 31	12 32	1 57	3 45	6 48	10 16	- -	10 50	12 35	1 42	2 27	4 45
21	9 16	11 46	12 45	2 12	4 0	7 2	10 20	- -	11 0	12 50	1 55	2 47	5 0
22	9 20	11 30	12 24	1 50	3 45	6 50	10 15	- -	10 36	12 30	1 46	2 40	5 5
23	Sunday	- - -	- - -	- - -	- - -	- - -	- - -	- -	- -	- -	1 30	2 22	4 35
24	9 16	11 28	12 22	1 55	3 46	6 46	10 15	10 46 p.m.	10 50	12 40	1 50	2 42	4 56
25	9 19	11 26	12 20	1 46	3 40	6 49	10 15	10 46	10 57	12 40	1 50	2 42	4 50
26	9 16	11 26	12 24	1 55	3 46	6 50	10 16	10 40	10 50	12 45	1 48	2 40	4 50
27	9 18	11 30	12 22	1 56	3 46	6 50	10 17	10 40	10 47	12 40	1 40	2 32	4 46
28	9 20	11 30	12 25	2 5	3 55	6 52	10 13	10 47	10 55	12 50	1 55	2 47	4 50
29	9 20	11 32	12 24	2 10	3 45	6 59	10 20	10 50	10 51	12 40	2 0	2 57	5 20
30	Sunday	- - -	- - -	- - -	- - -	- - -	- - -	- -	- -	- -	1 30	2 22	4 36
31	9 15	11 30	12 22	1 56	3 45	6 46	10 10	10 40	11 10	12 50	2 0	2 51	5 5

NOVEMBER.

DATE.	Left Euston-square.	Arrived at Rugby.	Arrived at Tamworth.	Arrived at Crewe.	Arrived at Preston.	Arrived at Carlisle.	Arrived at Edinburgh.	Arrived at Glasgow.	Arrived at Greenhill.	Arrived at Perth.	Arrived at Dundee.	Arrived at Arbroath.	Arrived at Aberdeen.
Proper Time -	9 15 a.m.	11 30 a.m.	12 22 p.m.	1 47 p.m.	3 45 p.m.	6 40 p.m	10 15 p.m.	10 30 p.m.	10 30 p.m.	12 30 a.m.	1 30 a.m.	2 22 a.m.	4 36 a.m.
1853:													
November 1 -	9 18 a.m.	11 30 a.m.	12 20 p.m.	1 47 p.m.	3 48 p.m.	6 50 p.m.	10 12 p.m.	10 40 p.m.	10 45 p.m.	12 35 a.m.	1 45 a.m.	3 40 a.m.	5 0 a.m.
2 -	9 17	11 30	12 23	1 55	3 45	6 48	10 15	10 37	10 47	12 40	1 40	2 32	4 45
3 -	9 18	11 35	12 28	1 52	3 50	6 50	10 14	10 37	10 35	12 35	1 50	2 42	5 5
4 -	9 16	11 30	12 22	1 53	3 44	6 45	10 15	10 37	10 45	12 40	1 50	2 42	5 5
5 -	9 18	11 30	12 25	1 49	3 46	6 52	10 25	11 0	10 55	1 0	2 5	3 2	5 26
6 -	Sunday -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- -	- -	1 30	2 22	4 36
7 -	9 16	11 30	12 25	2 2	3 50	6 53	10 18	10 44	10 50	12 50	1 56	2 48	5 5
8 -	9 17	11 30	12 20	1 54	3 43	6 56	11 17	10 40	10 50	12 35	1 45	2 37	4 51
9 -	9 18	11 38	12 32	2 0	3 46	6 50	10 11	10 40	10 47	12 40	1 41	2 33	4 50
10 -	9 15	11 34	12 30	2 2	3 49	6 51	10 17	10 45	10 42	12 35	1 40	2 32	5 55
11 -	9 16	11 35	12 26	1 50	3 44	6 48	10 20	10 57	10 58	12 40	1 44	2 36	5 0
12 -	9 17	11 34	12 22	1 50	3 45	7 9	10 31	11 0	11 1	12 50	1 51	2 43	5 5
13 -	Sunday -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- -	- -	1 34	2 26	4 40
14 -	9 17	11 32	12 27	2 0	3 50	6 58	10 19	10 40	10 47	12 55	2 4	2 56	5 15
15 -	9 15	11 30	12 22	1 48	3 45	6 48	10 5	10 37	10 45	12 40	1 55	2 50	5 0
16 -	9 16	11 26	12 17	1 50	3 41	6 40	10 15	10 45	10 54	1 0	2 0	2 52	5 6
17 -	9 15	11 28	12 20	1 47	3 42	6 45	10 16	10 40	10 48	12 45	1 45	2 37	4 48
18 -	9 16	11 25	12 19	1 47	3 45	6 46	10 16	10 49	10 47	12 45	1 50	2 45	4 55
19 -	9 17	11 28	12 20	1 48	3 47	6 49	10 19	10 45	10 45	12 40	1 42	2 35	4 51
20 -	Sunday -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- -	- -	1 30	2 22	4 36
21 -	9 15	11 26	12 17	1 47	3 45	6 47	10 11	10 40	10 40	12 30	1 41	2 32	4 45
22 -	9 15	11 26	12 16	1 49	3 42	7 2	10 20	10 45	10 47	12 30	1 30	2 22	4 36
23 -	9 15	11 26	12 24	1 47	3 45	6 50	10 12	10 40	10 48	12 30	1 30	2 22	4 36
24 -	9 15	11 30	12 22	1 48	3 44	6 55	10 31	10 58	10 55	12 50	2 0	2 52	5 5
25 -	9 16	11 28	12 22	1 54	3 48	6 50	10 11	10 55	10 59	12 35	1 30	2 22	4 36
26 -	9 16	11 34	12 24	1 58	4 4	7 5	10 29	11 0	10 56	12 30	1 34	2 26	4 45
27 -	Sunday -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- -	- -	1 30	2 22	4 36
28 -	9 16	11 43	12 36	2 6	4 0	6 58	10 23	10 55	10 54	12 40	1 47	2 49	5 5
29 -	9 15	11 25	12 22	1 49	3 40	6 50	10 20	10 54	10 58	12 40	1 45	2 37	4 46
30 -	9 17	11 29	12 20	1 50	3 44	6 50	10 15	10 45	10 52	12 30	1 34	2 26	4 40

DAY MAIL.—LONDON TO EDINBURGH, GLASGOW, AND ABERDEEN—*continued.*

DECEMBER.

DATE.	Left Euston-square.	Arrived at Rugby.	Arrived at Tamworth.	Arrived at Crewe.	Arrived at Preston.	Arrived at Carlisle.	Arrived at Edinburgh.	Arrived at Glasgow.	Arrived at Greenhill.	Arrived at Perth.	Arrived at Dundee.	Arrived at Arbroath.	Arrived at Aberdeen.
Proper Time -	9 15 a.m.	11 30 a.m.	12 22 p.m.	1 47 p.m.	3 45 p.m.	6 40 p.m.	10 15 p.m.	10 30 p.m.	10 30 p.m.	12 30 a.m.	1 30 a.m.	2 22 a.m.	4 36 a.m.
1853:													
December 1 -	9 15 a.m.	1 59 a.m.	2 48 p.m.	4 18 p.m.	6 28 p.m.	9 40 p.m.	1 10 p.m.	1 37 p.m.	1 40 p.m.	3 25 a.m.	4 30 a.m.	5 22 a.m.	7 35 a.m.
2 -	9 18	11 31	12 20	1 52	3 52	7 5	10 30	11 0	11 0	12 40	1 45	2 37	4 51
3 -	9 18	11 33	12 25	2 2	3 57	7 5	10 20	11 0	10 55	12 45	1 52	2 40	4 55
4 -	Sunday -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- -	- -	1 26	2 18	4 36
5 -	9 18	11 30	12 22	1 47	4 0	7 10	10 37	11 10	11 11	1 5	2 15	3 7	5 55
6 -	9 16	11 30	12 24	2 1	3 51	6 59	10 30	10 55	11 10	1 5	2 10	3 4	5 20
7 -	9 15	11 30	12 23	1 55	4 0	7 0	10 20	11 25	11 20	1 5	2 10	3 2	5 10
8 -	9 16	11 26	12 20	1 48	3 48	6 47	10 12	10 40	10 48	12 45	1 45	2 37	4 55
9 -	9 15	11 30	12 25	1 57	3 47	6 53	10 12	10 40	10 55	12 50	1 56	2 48	5 5
10 -	9 15	12 0	1 5	2 37	4 35	7 55	11 10	11 35	11 30	1 27	2 40	3 30	5 45
11 -	Sunday -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- -	- -	1 30	2 22	5 20
12 -	9 18	11 26	12 22	1 48	3 46	6 49	10 10	11 6	11 10	12 55	2 0	2 42	5 5
13 -	9 20	11 50	12 50	2 17	4 15	7 20	10 46	11 12	11 4	12 45	1 50	2 42	5 5
14 -	9 15	11 29	12 22	1 48	3 47	7 5	10 40	11 0	11 4	12 55	2 0	2 52	5 5
15 -	9 15	11 43	12 40	2 14	4 12	7 15	10 35	11 0	11 1	12 50	1 57	2 45	5 0
16 -	9 19	11 53	12 52	2 10	4 32	7 45	11 22	11 50	11 52	1 30	2 35	3 23	5 0
17 -	9 19	11 37	12 31	2 2	4 3	7 18	10 40	11 5	11 10	1 10	2 15	3 7	5 20
18 -	Sunday -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- -	- -	1 30	2 22	4 36
19 -	9 16	11 34	12 28	2 5	4 20	7 35	10 58	11 20	11 25	1 10	2 15	3 5	5 20
20 -	9 16	11 35	12 35	2 8	3 56	7 2	10 51	11 10	11 20	1 10	2 15	3 7	5 18
21 -	9 17	11 38	12 35	2 10	4 9	7 10	10 21	10 50	10 54	12 45	2 0	2 42	5 10
22 -	9 16	11 38	12 34	1 55	4 4	7 5	12 18	12 45	12 55	2 49	3 40	4 28	6 48
23 -	9 20	11 47	12 50	2 22	4 15	7 30	11 1	11 29	11 30	1 15	2 20	3 12	5 25
24 -	9 20	11 35	12 31	2 0	4 2	7 14	10 42	11 15	11 10	1 10	2 10	3 1	5 15
25 -	Sunday -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- -	- -	1 30	2 22	4 36
26 -	9 19	11 25	12 20	2 4	3 58	7 11	10 40	11 15	11 25	1 10	2 10	3 2	5 16
27 -	9 16	11 32	12 32	2 20	4 25	7 25	11 5	11 30	11 34	1 10	2 0	2 52	6 25
28 -	9 18	11 30	12 24	2 10	4 5	7 20	10 31	11 5	11 22	1 0	2 0	2 53	5 15
29 -	9 19	11 30	12 30	2 4	4 4	7 6	10 55	11 25	11 30	1 20	2 20	3 12	5 55
30 -	9 18	11 27	12 22	1 52	3 55	7 10	10 38	10 55	11 15	1 5	2 0	2 57	- - Line blocked up with snow.
31 -	9 20	11 26	12 25	1 48	3 49	7 6	10 55	11 35	11 27	1 25	- - Snow.		—

DAY MAIL.—ABERDEEN, GLASGOW, AND EDINBURGH TO LONDON.

OCTOBER.

DATE.	Left Aberdeen.	Arrived at Arbroath.	Arrived at Dundee.	Arrived at Perth.	Arrived at Greenhill.	Left Edinburgh.	Left Glasgow.	Arrived at Carlisle.	Arrived at Preston.	Arrived at Crewe.	Arrived at Tamworth.	Arrived at Rugby.	Arrived at Euston-square.
Proper Time -	2 33 p.m.	4 36 p.m.	5 23 p.m.	6 18 p.m.	8 7 p.m.	8 25 p.m.	8 23 p.m.	12 3 a.m.	3 39 a.m.	5 34 a.m.	7 15 a.m.	8 20 a.m.	11 0 a.m.
1853:													
September 30 -	- - -	Time bill not to be found		- - -	8 20 p.m.	8 25 p.m.	- -	12 21 a.m.	4 10 a.m.	6 8 a.m.	7 50 a.m.	8 55 a.m.	12 2 p.m.
October 1 -	2 33 p.m.	4 36 p.m.	5 23 p.m.	6 18 p.m.	8 50	8 25	- -	1 8	5 10	7 0	- -	Sunday morning.	
2 -	2 33	4 35	5 25	6 25	8 9	8 25	- -	12 50	4 22	6 7	7 45	8 40	11 25 a.m.
3 -	2 33	4 36	5 23	6 18	8 27	8 25	- -	12 24	4 0	6 10	7 46	8 40	11 28
4 -	2 33	4 36	5 23	6 18	8 24	8 25	- -	12 26	4 6	6 18	8 0	8 55	11 32
5 -	2 35	4 42	5 33	6 30	8 47	8 25	- -	1 33	5 14	7 8	9 2	9 55	1 26 p.m.
6 -	2 33	4 36	5 23	6 18	8 10	8 25	- -	12 15	4 3	6 4	7 49	8 50	11 32 a.m.
7 -	2 33	4 36	5 25	6 23	8 42	8 25	- -	12 36	4 10	6 12	7 45	8 43	11 28
8 -	2 33	4 43	5 35	6 35	9 4	8 25	- -	1 3	4 40	7 0	- -	Sunday morning.	
9 -	2 33	4 36	5 23	6 18	8 12	8 25	- -	12 14	3 40	5 40	7 28	8 30	11 37
10 -	2 33	4 46	5 40	6 30	8 38	8 25	These time	1 16	5 1	7 7	8 42	9 35	12 3 p.m.
11 -	2 33	4 39	5 30	6 30	8 37	8 25	bills cannot	12 33	4 18	6 14	8 5	9 10	12 2
12 -	2 33	4 36	5 23	6 18	8 45	8 25	be found.	1 20	4 52	7 10	8 52	9 50	1 45
13 -	2 33	4 36	5 23	6 18	8 15	8 30	- -	12 20	3 50	5 44	7 32	8 32	11 40 a.m.
14 -	2 33	4 49	5 40	6 37	8 48	8 25	- -	1 45	5 49	8 22	10 10	11 7	2 8 p.m.
15 -	2 33	4 36	5 33	6 28	8 32	8 25	- -	12 54	4 37	6 45	- -	Sunday morning.	
16 -	2 33	4 36	5 23	6 18	8 7	8 25	- -	12 5	3 39	5 39	7 56	9 3	11 48 a.m.
17 -	2 33	4 36	5 30	6 30	8 14	8 25	- -	12 5	3 46	5 40	7 32	8 38	11 32
18 -	2 33	4 36	5 23	6 18	8 11	8 25	- -	12 3	3 41	5 53	7 49	8 45	11 45
19 -	2 33	4 40	5 28	6 29	8 40	8 25	- -	12 37	4 15	6 10	7 47	8 42	11 35
20 -	2 33	4 35	5 25	6 28	8 17	8 25	- -	12 20	3 49	5 57	7 41	8 36	11 30
21 -	2 33	4 36	5 23	6 18	8 50	8 25	- -	12 40	4 25	6 20	7 47	8 35	11 40
22 -	2 33	4 36	5 30	6 30	8 26	8 25	8 17 p.m.	1 15	5 11	7 13	- -	Sunday morning.	
23 -	2 33	4 38	5 25	6 25	8 7	8 25	8 17	12 57	4 30	6 14	7 54	8 52	11 30
24 -	2 33	4 36	5 23	6 18	8 30	8 25	8 17	12 23	3 46	5 56	7 32	8 30	11 43
25 -	2 33	4 36	5 23	6 18	8 34	8 25	8 17	12 18	4 10	6 10	7 43	8 40	11 34
26 -	2 33	4 40	5 30	6 28	8 15	8 25	8 17	12 28	3 56	6 19	7 56	8 50	12 15 p.m.
27 -	2 33	4 36	5 23	6 18	8 12	8 25	8 18	12 7	3 55	6 1	7 40	8 36	11 40 a.m.
28 -	2 33	4 36	5 23	6 29	8 26	8 25	8 17	12 27	4 7	6 39	8 10	8 55	11 57
29 -	2 33	4 39	5 30	6 38	8 20	8 30	8 17	12 7	3 49	5 48	- -	Sunday morning.	
30 -	2 33	4 36	5 23	6 18	8 9	8 25	8 17	12 15	3 50	5 47	7 35	8 35	11 30
31 -	2 40	4 46	5 40	6 35	8 46	8 30	8 17	1 3	4 50	7 0	8 30	9 20	12 8 p.m.

DAY MAIL.—ABERDEEN, GLASGOW, AND EDINBURGH TO LONDON—*continued.*

NOVEMBER.

DATE.	Left Aberdeen.	Arrived at Arbroath.	Arrived at Dundee.	Arrived at Perth.	Arrived at Greenhill.	Left Edinburgh.	Left Glasgow.	Arrived at Carlisle.	Arrived at Preston.	Arrived at Crewe.	Arrived at Tamworth.	Arrived at Rugby.	Arrived at Euston-square.
Proper Time -	2 33 p.m.	4 36 p.m.	5 23 p.m.	6 18 p.m.	8 7 p.m.	8 25 p.m.	8 23 p.m.	12 3 a.m.	3 39 a.m.	5 34 a.m.	7 15 a.m.	8 20 a.m	11 0 a.m.
1853:													
November 1 -	2 33 p.m.	4 40 p.m.	5 25 p.m.	6 25 p.m.	8 21 p.m.	8 25 p.m.	8 17 p.m.	12 15 a.m.	3 53 a.m.	6 6 a.m.	7 58 a.m.	9 5 a.m.	11 25 a.m.
2 -	2 33	4 36	5 23	6 18	8 35	8 25	8 17	12 54	4 39	7 5	9 0	10 0	1 38
3 -	2 33	4 36	5 23	6 18	8 20	8 25	8 17	12 37	4 25	6 31	8 10	9 3	11 54
4 -	2 33	4 37	5 26	6 25	8 37	8 25	8 17	12 55	4 45	7 4	8 40	9 35	12 45
5 -	2 33	4 36	5 23	6 18	8 28	8 25	8 17	12 22	3 50	5 59	- -	Sunday morning.	
6 -	2 33	4 36	5 23	6 18	8 7	8 25	8 17	12 5	3 39	5 0	7 45	8 43	11 58
7 -	2 33	4 37	5 21	6 25	8 19	8 30	8 17	12 19	3 42	5 48	7 44	8 46	11 40
8 -	2 33	4 36	5 23	6 18	8 11	8 25	8 17	12 10	3 46	5 52	7 33	8 40	11 18
9 -	2 33	4 36	5 23	6 18	8 30	8 25	8 17	12 43	4 17	6 15	8 3	9 10	12 0
10 -	2 33	4 34	5 20	6 25	8 38	8 25	8 17	12 34	4 10	6 5	7 52	8 50	11 45
11 -	2 33	4 36	5 23	6 18	8 34	8 25	8 17	12 45	4 38	6 57	8 40	9 38	12 20
12 -	2 33	4 36	5 23	6 25	8 30	8 25	8 17	12 9	3 55	5 55	- -	Sunday morning.	
13 -	2 33	4 31	5 36	6 24	8 7	8 25	8 17	12 3	3 30	5 43	7 33	8 30	11 25
14 -	2 33	4 36	5 23	6 18	8 20	8 25	8 17	12 3	3 34	5 35	7 30	8 35	11 32
15 -	2 33	4 36	5 23	6 18	8 15	8 25	8 17	12 10	3 48	5 57	7 45	8 48	11 36
16 -	2 33	4 39	5 26	6 26	8 29	8 25	8 17	12 27	4 4	6 0	7 53	8 57	not timed.
17 -	2 33	4 36	5 23	6 18	8 9	8 25	8 17	1 11	4 43	6 50	8 25	9 14	11 52
18 -	2 33	4 36	5 23	6 18	8 22	8 25	8 17	12 15	4 2	6 3	7 55	8 54	12 8
19 -	2 33	4 39	5 30	6 42	8 40	8 25	8 17	12 28	4 0	6 8	- -	Sunday morning.	
20 -	2 33	4 36	5 23	6 18	8 7	8 25	8 17	12 3	3 40	5 46	7 26	8 30	11 38
21 -	2 33	4 36	5 23	6 23	8 43	8 25	8 17	12 42	4 27	6 22	8 14	9 10	12 10
22 -	2 33	4 36	5 23	6 23	8 22	8 25	8 17	12 20	3 55	5 50	7 52	9 5	11 58
23 -	2 33	4 36	5 23	6 18	8 37	8 25	8 17	1 35	5 19	7 56	9 43	10 50	1 50
24 -	2 33	4 36	5 23	6 18	8 5	8 25	8 17	12 25	3 50	5 50	7 35	8 35	11 27
25 -	2 33	4 36	5 23	6 23	8 20	8 25	8 17	12 15	3 51	5 56	7 50	8 45	11 43
26 -	2 33	4 36	5 23	6 18	8 32	8 25	8 17	12 25	3 55	6 3	- -	Sunday morning.	
27 -	2 33	4 36	5 23	6 18	8 12	8 25	8 17	12 12	3 47	5 45	7 24	8 25	11 25
28 -	2 33	4 39	5 35	6 33	8 9	8 25	8 17	12 27	3 42	6 4	8 30	9 5	12 3
29 -	2 33	4 36	5 23	6 18	8 12	8 25	8 17	12 5	3 39	5 45	7 54	8 55	11 40
30 -	2 33	4 36	5 23	6 18	8 33	8 25	8 17	1 25	4 59	7 18	8 58	10 0	2 55

DECEMBER.

DATE.	Left Aberdeen	Arrived at Arbroath.	Arrived at Dundee.	Arrived at Perth.	Arrived at Greenhill.	Left Edinburgh.	Left Glasgow.	Arrived at Carlisle.	Arrived at Preston.	Arrived at Crewe.	Arrived at Tamworth.	Arrived at Rugby.	Arrived at Euston-square.
Proper Time -	2 33 p.m.	4 36 p.m.	5 23 p.m.	6 18 p.m.	8 7 p.m.	8 25 p.m.	8 23 p.m.	12 3 a.m.	3 39 a.m.	5 34 a.m.	7 15 a.m.	8 20 a.m.	11 0 a.m.
1853:													
December 1 -	2 33 p.m.	4 36 p.m.	5 30 p.m.	6 20 p.m.	8 15 p.m.	8 25 p.m.	8 17 p.m	12 14 a.m.	4 25 a.m.	6 25a. m.	7 55 a.m.	8 52 a.m.	11 41 a.m.
2 -	2 33	4 36	5 23	6 25	8 37	8 25	8 17	12 45	4 21	6 40	8 25	9 10	12 20
3 -	2 33	4 45	5 30	6 30	8 16	8 25	8 17	12 22	4 4	6 5	- -	Sunday morning.	
4 -	2 33	4 36	5 23	6 20	8 7	8 25	8 17	12 6	3 39	5 38	7 23	8 20	11 35
5 -	2 33	4 36	5 23	6 18	8 7	8 25	8 17	12 5	3 41	5 46	7 35	8 32	11 45
6 -	2 33	4 36	5 23	6 18	8 15	8 25	8 17	12 20	4 0	6 4	8 2	9 0	12 0
7 -	2 33	4 42	5 28	6 19	8 25	8 25	8 17	12 15	3 50	5 48	7 40	8 40	11 25
8 -	2 33	4 36	5 23	6 20	8 27	8 25	8 17	12 23	3 45	5 54	7 43	8 45	11 28
9 -	2 33	4 36	5 23	not timed	8 37	8 25	8 17	12 58	4 37	6 40	8 15	9 3	12 0
10 -	2 33	4 40	5 27	6 20	8 30	8 25	8 17	12 33	4 10	6 6	- -	Sunday morning.	
11 -	2 33	4 36	5 23	6 18	8 7	8 25	8 17	12 5	3 37	5 44	7 28	8 25	11 25
12 -	2 33	4 36	5 23	6 18	8 7	8 25	8 17	12 23	3 50	5 45	8 6	9 7	not timed.
13 -	2 33	4 41	5 26	6 19	8 9	8 25	8 17	12 13	3 43	5 43	7 35	8 35	11 25
14 -	2 33	4 36	5 23	6 18	8 10	8 25	8 17	12 20	4 4	5 59	7 40	8 40	11 28
15 -	2 33	4 36	5 23	6 18	8 10	8 25	8 17	12 28	3 50	5 40	7 35	8 35	11 23
16 -	2 33	4 38	5 30	6 27	8 23	8 25	8 17	12 16	3 45	5 51	7 50	8 52	11 28
17 -	2 33	4 36	5 35	6 29	8 24	8 25	8 17	12 27	4 6	6 4	- -	Sunday morning.	
18 -	2 33	4 36	5 23	6 18	8 7	8 25	8 17	12 3	3 40	5 48	8 3	9 10	12 2
19 -	2 33	4 36	5 23	6 20	8 9	8 25	8 17	12 15	3 54	5 47	7 32	8 35	11 20
20 -	2 33	4 36	5 23	6 18	8 11	8 25	8 17	12 17	4 5	6 5	7 42	9 20	11 30
21 -	2 33	4 36	5 23	6 18	8 14	8 25	8 17	12 28	4 5	5 55	8 4	9 4	11 58
22 -	2 33	4 36	5 23	6 19	8 7	8 25	8 17	12 3	3 40	5 37	7 26	8 26	11 15
23 -	2 33	4 36	5 23	6 18	8 13	8 25	8 17	12 34	4 25	6 25	8 7	9 9	11 47
24 -	2 33	4 36	5 23	6 18	8 9	8 25	8 17	12 20	3 50	5 55	- -	Sunday morning.	
25 -	2 33	4 36	5 23	6 20	8 7	8 25	8 17	12 3	3 28	5 34	7 20	8 20	11 20
26 -	2 33	4 36	5 23	6 18	8 7	8 25	8 17	12 3	3 44	5 44	7 34	8 33	11 8
27 -	2 33	4 36	5 23	6 20	8 13	8 25	8 17	12 23	3 55	5 55	7 34	8 30	11 25
28 -	2 33	5 12	6 6	7 24*	8 8	8 25	8 17	12 20	4 14	6 15	8 28	9 54	12 50
29 -	2 33	4 36	5 23	6 20	8 18	8 25	8 17	12 27	4 9	6 3	7 38	8 35	11 17
30 -	Train not able to proceed from heavy fall of snow -				8 17	8 25	8 17	12 20	4 0	5 54	7 45	8 54	11 45
31 -					8 24	8 25	8 17	12 33	4 5	6 15	- -	Sunday morning.	

* The mail train from Perth to London having started, the bags were left behind on this occasion.

DAY MAIL.—LONDON TO HOLYHEAD.

OCTOBER, NOVEMBER, DECEMBER.

DATE.	Left Euston Square.	Left Chester.	Arrived at Holyhead.
Proper Time - -	5 0 p.m.	10 25 p.m.	1 5 a.m.
1853:			
October 1 - -	5 0 p.m.	10 45 p.m.	1 18 a.m.
2 - -	From London to Chester the train is an ordinary passenger train, over the hours of which the Post Office has no control, and of the working of which no record is kept by the Post Office.	10 7	12 35
3 - -		10 44	1 39
4 - -		10 47	1 22
5 - -		10 30	1 5
6 - -		10 49	1 45
7 - -		11 0	1 45
8 - -		10 35	1 5
9 - -		10 15	12 37
10 - -		10 30	1 15
11 - -		10 30	1 5
12 - -		10 43	1 16
13 - -		10 34	1 3
14 - -		10 35	1 20
15 - -		10 41	1 17
16 - -		10 6	12 40
17 - -		11 0	1 35
18 - -		10 32	1 8
19 - -		10 37	1 32
20 - -		10 30	1 10
21 - -		10 39	1 22
22 - -		10 25	1 4
23 - -		10 14	12 50
24 - -		10 27	12 55
25 - -		10 35	1 13
26 - -		11 0	1 30
27 - -		10 29	12 57
28 - -		10 39	1 31
29 - -		10 35	1 7
30 - -		10 4	12 35
31 - -		10 22	1 7

DATE.	Left Euston Square.	Left Chester.	Arrived at Holyhead.
Proper Time - -	5 0 p.m.	10 25 p.m.	1 5 a.m.
1853:			
November 1 -	5 0 p.m.	10 25 p.m.	1 0 a.m.
2 -	From London to Chester the train is an ordinary passenger train, over the hours of which the Post Office has no control, and of the working of which no record is kept by the Post Office.	10 42	1 12
3 -		10 28	1 5
4 -		10 29	1 0
5 -		10 40	1 10
6 -		10 25	12 50
7 -		10 43	1 27
8 -		10 35	1 15
9 -		10 25	1 5
10 -		10 30	1 5
11 -		10 42	1 5
12 -		10 40	1 12
13 -		10 25	12 55
14 -		10 35	1 3
15 -		10 25	1 5
16 -		10 25	1 0
17 -		10 37	1 5
18 -		10 35	1 15
19 -		10 25	1 0
20 -		10 25	12 56
21 -		10 25	1 5
22 -		12 10	2 40
23 -		10 32	1 10
24 -		10 25	1 5
25 -		10 35	1 0
26 -		11 10	1 40
27 -		10 25	12 45
28 -		10 45	1 20
29 -		10 30	1 18
30 -		10 35	1 15

DATE.	Left Euston Square.	Left Chester.	Arrived at Holyhead.
Proper Time -	5 0 p.m.	10 25 p.m.	1 5 a.m.
1853:			
December 1 -	5 0 p.m.	11 0 p.m.	1 30 a.m.
2 -	From London to Chester the train is an ordinary passenger train, over the hours of which the Post Office has no control, and of the working of which no record is kept by the Post Office.	10 39	1 38
3 -		10 35	1 15
4 -		10 25	12 55
5 -		10 44	1 5
6 -		10 53	1 35
7 -		10 45	1 30
8 -		10 50	1 15
9 -		10 50	1 24
10 -		10 40	1 12
11 -		10 35	1 5
12 -		10 45	1 17
13 -		10 40	1 14
14 -		10 50	1 20
15 -		10 58	1 50
16 -		10 47	1 35
17 -		Time-bill cannot be found.	
18 -		- - ditto.	
19 -		10 45	1 24
20 -		10 38	1 23
21 -		10 50	1 20
22 -		10 45	1 15
23 -		10 52	1 20
24 -		11 0	1 40
25 -		10 25	1 0
26 -		Time-bill cannot be found.	
27 -		10 45	1 42
28 -		10 38	1 17
29 -		10 52	1 42
30 -		10 38	1 27
31 -		10 50	2 55

OCTOBER, NOVEMBER, DECEMBER.

DATE.	Left Holyhead.	Arrived at Chester.	Arrived at Crewe.
Proper Time - -	2 0 a.m.	4 40 a.m.	5 24 a.m.
1853:			
October 1 - -	2 0 a.m.	4 40 a.m.	not timed.
2 - -	2 0	4 40	5 32 a.m.
3 - -	2 15	4 52	5 43
4 - -	2 0	4 40	5 46
5 - -	2 10	4 50	5 40
6 - -	2 3	5 25	6 30
7 - -	2 0	4 40	5 40
8 - -	2 0	4 57	5 50
9 - -	2 0	4 40	5 30
10 - -	2 0	4 38	5 30
11 - -	2 0	5 10	6 0
12 - -	2 8	4 40	5 30
13 - -	2 0	4 40	5 30
14 - -	2 0	4 40	5 35
15 - -	2 0	4 40	5 43
15 - -	2 0	4 40	5 30
17 - -	2 0	5 15	6 8
18 - -	2 0	4 40	5 38
19 - -	2 0	5 10	6 2
20 - -	2 0	4 40	5 30
21 - -	2 0	4 40	5 40
22 - -	2 3	4 49	5 45
23 - -	2 0	4 40	5 40
24 - -	2 4	4 45	5 40
25 - -	2 3	4 41	5 35
26 - -	2 0	4 45	5 35
27 - -	2 4	4 45	5 47
28 - -	2 1	4 47	5 45
29 - -	2 0	4 40	5 28
30 - -	2 0	4 40	5 30
31 - -	2 18	5 16	6 5

DATE.	Left Holyhead.	Arrived at Chester.	Arrived at Crewe.
Proper Time -	2 0 a.m.	4 40 a.m.	5 24 a.m.
1853:			
November 1 -	2 55 a.m.	5 50 a.m.	6 50 a.m.
2 -	2 50	5 35	6 32
3 -	2 0	4 40	5 30
4 -	2 0	4 50	5 40
5 -	2 0	4 40	5 32
6 -	2 0	4 40	- no bill.
7 -	2 0	5 5	6 2
8 -	2 0	4 40	5 30
9 -	2 0	4 40	5 30
10 -	2 0	4 40	5 30
11 -	2 0	4 40	5 30
12 -	2 0	4 40	5 30
13 -	2 0	4 40	5 30
14 -	2 0	4 40	5 40
15 -	2 0	4 40	5 37
16 -	2 0	4 40	5 30
17 -	2 0	4 40	5 35
18 -	2 0	4 40	5 28
19 -	2 0	4 40	5 32
20 -	2 0	4 40	5 30
21 -	2 0	4 40	5 30
22 -	2 0	4 40	5 45
23 -	2 0	4 50	5 47
24 -	3 22	6 21	5 40
25 -	2 0	4 40	5 25
26 -	2 0	4 40	5 30
27 -	2 0	4 40	5 30
28 -	2 0	4 40	5 30
29 -	2 25	5 10	6 0
30 -	2 0	5 22	6 8

DATE.	Left Holyhead.	Arrived at Chester.	Arrived at Crewe.
Proper Time -	2 0 a.m.	4 40 a.m.	5 24 a.m.
1853:			
December 1 -	2 0 a.m.	4 40 a.m.	5 30 a.m.
2 -	2 7	4 45	5 38
3 -	2 0	4 40	5 30
4 -	2 0	4 40	5 30
5 -	2 0	4 40	5 25
6 -	2 0	4 40	5 30
7 -	2 0	4 40	5 33
8 -	2 0	4 40	5 30
9 -	2 0	4 40	5 30
10 -	2 0	4 40	5 30
11 -	2 9	4 40	5 47
12 -	2 0	4 40	5 30
13 -	2 0	4 40	5 30
14 -	2 27	5 7	5 55
15 -	3 17	5 58	5 50
16 -	2 20	5 35	6 55
17 -	2 10	4 40	5 30
18 -	2 0	4 40	5 35
19 -	- no time bill - -		6 2
20 -	- no time bill - -		5 35
21 -	2 24	5 0	5 53
22 -	2 53	5 37	6 32
23 -	2 18	4 45	5 40
24 -	2 5	4 40	5 33
25 -	2 0	4 50	5 35
26 -	2 0	4 40	5 33
27 -	2 0	4 40	5 30
28 -	- no time bill - -		6 5
29 -	2 15	4 55	5 40
30 -	2 3	4 49	5 52
31 -	2 0	4 40	5 38

DAY MAIL.—LONDON TO YORK, NEWCASTLE, AND EDINBURGH.

OCTOBER.

DATE.	Left London.	Arrived at York.	Arrived at Newcastle-upon-Tyne.	Arrived at Berwick.	Arrived at Edinburgh.
Proper Time	9 30 a.m.	2 20 p.m.	4 55 p.m.	6 45 p.m.	8 20 p.m.
1853:					
October 1	9 31 a.m.	2 28 p.m.	5 0 p.m.	6 50 p.m.	8 35 p.m.
2	Sunday.	—	—	—	—
3	9 34	2 31	5 1	6 53	8 43
4	9 32	2 26	4 55	6 43	8 40
5	- - -	2 30	5 5	6 55	8 27
6	9 31	2 25	5 0	7 7	8 40
7	9 30	2 25	4 58	6 55	8 38
8	9 33	2 40	5 15	7 7	8 40
9	Sunday.	—	—	—	—
10	9 30	2 33	5 0	7 5	8 52
11	9 32	2 28	5 5	7 10	8 54
12	9 30	2 25	4 59	7 0	8 50
13	9 30	2 34	4 58	6 48	8 33
14	9 33	2 30	5 3	6 57	8 36
15	9 33	2 27	4 55	6 47	8 27
16	Sunday.	—	—	—	—
17	9 30	2 35	5 5	6 57	8 35
18	9 33	2 22	4 57	6 50	8 25
19	9 30	2 35	5 9	7 9	8 45
20	9 33	2 29	5 4	6 55	8 30
21	9 30	2 27	5 10	7 8	9 20
22	9 33	2 34	5 10	7 5	8 45
23	Sunday.	—	—	—	—
*24	9 30	2 20	4 55	6 45	8 40
25	9 33	2 25	4 58	7 35	4 48
26	9 30	2 20	4 55	6 54	4 50
27	9 32	2 22	4 58	6 50	5 10
28	9 30	2 25	5 3	6 54	4 35
29	9 32	2 25	4 56	6 45	5 0
30	Sunday.	—	—	—	—
31	9 30	2 25	4 52	6 44	4 50

NOVEMBER.

Proper Time	9 30 a.m.	2 20 p.m.	4 55 p.m.	6 45 p.m.	5 0 a.m.
1853:					
November 1	9 32 a.m.	2 25 p.m.	4 59 p.m.	6 48 p.m.	5 30 a.m.
2	9 31	2 25	4 55	6 45	4 55
3	9 32	2 32	4 58	6 46	5 0
4	9 32	2 21	4 55	6 45	5 0
5	9 30	2 25	4 54	6 48	5 10
6	Sunday.	—	—	—	—
7	9 30	2 27	5 0	6 50	12 25 p.m.
8	9 34	2 20	5 8	6 55	5 3 a.m.
9	9 30	2 25	4 53	6 45	4 30
10	9 35	2 30	5 0	6 50	4 55
11	9 30	2 25	4 55	6 45	4 55
12	9 33	2 31	5 0	6 54	4 55
13	Sunday - -	- - -	- - -	- - -	4 50
14	9 30	2 26	5 8	6 50	4 35
15	9 32	2 29	5 4	6 56	4 58
16	9 30	2 38	5 5	7 15	4 50
17	9 30	2 22	4 55	7 5	4 50
18	9 30	2 20	5 0	6 54	4 50
19	9 32	2 28	4 55	6 45	4 55
20	Sunday - -	- - -	- - -	- - -	5 4
21	9 30	2 25	4 57	6 51	4 50
22	9 30	2 35	5 14	7 15	5 20
23	9 30	2 35	5 15	7 5	5 0
24	9 30	2 25	4 59	7 2	5 25
25	9 30	2 30	5 10	7 0	5 12
26	9 32	2 27	5 5	7 0	4 45
27	Sunday - -	- - -	- - -	- - -	5 20
28	9 30	2 30	5 5	6 55	4 48
29	9 31	2 23	5 3	6 58	5 18
30	9 30	2 23	4 57	6 50	4 40

* From and after the 24th October the railway from Berwick to Edinburgh ceased to be used for the down day mail; from that date the bags were conveyed from Berwick to Edinburgh by mail cart, due in Edinburgh at 5 a.m.

DAY MAIL.—LONDON TO YORK, NEWCASTLE, AND EDINBURGH—*continued.*

DECEMBER.

DATE.	Left London.	Arrived at York.	Arrived at Newcastle-upon-Tyne	Arrived at Berwick.	Arrived at Edinburgh (by Mail-cart).
Proper Time - -	9 30 a.m.	2 20 p.m.	4 55 p.m.	6 45 p.m.	5 0 a.m.
1853:					
December 1 - -	9 32 a.m.	2 25 p.m.	5 0 p.m.	6 53 p.m.	5 7 a.m.
2 - -	9 30	2 23	4 55	6 50	4 45
3 - -	9 33	2 38	5 22	7 15	4 35
4 - -	Sunday - - - - - - - - - - - -				5 0
5 - -	9 30	2 35	5 17	7 7	5 15
6 - -	9 33	2 34	5 2	7 3	4 55
7 - -	9 30	2 30	5 1	6 49	5 17
8 - -	9 32	2 35	5 10	7 12	4 56
9 - -	9 30	2 34	5 7	6 58	5 55
10 - -	9 33	2 25	5 3	6 58	4 55
11 - -	Sunday - - - - - - - - - - - -				5 28
12 - -	9 30	2 27	5 0	6 59	4 15
13 - -	9 32	2 25	5 5	6 57	5 0
14 - -	9 30	2 27	5 7	8 17	4 55
15 - -	9 32	2 40	5 28	7 35	5 44
16 - -	9 30	2 35	5 10	7 5	4 25
17 - -	9 35	2 38	5 10	7 11	4 45
18 - -	Sunday - - - - - - - - - - - -				4 55
19 - -	9 32	2 38	5 15	7 3	5 3
20 - -	9 33	2 27	5 5	7 9	4 45
21 - -	9 30	2 57	5 37	7 43	4 40
22 - -	9 33	2 55	5 50	7 58	4 55
23 - -	9 30	2 42	5 25	7 32	5 8
24 - -	9 33	2 44	5 34	7 35	4 58
25 - -	Sunday - - - - - - - - - - - -				5 0
26 - -	9 32	2 43	5 20	7 17	5 6
27 - -	9 32	2 42	5 23	7 41	4 55
28 - -	9 30	2 50	5 28	7 25	4 45
29 - -	9 34	2 30	5 10	7 18	5 43
30 - -	9 32	2 42	5 25	- not timed -	5 18
31 - -	9 35	2 40	5 40	7 43	5 0

DAY MAIL.—EDINBURGH, NEWCASTLE, AND YORK, TO LONDON.

OCTOBER.

DATE.	Left Edinburgh.	Arrived at Berwick.	Arrived at Newcastle.	Arrived at York.	Arrived at Normanton.	Arrived at Derby.	Arrived at Rugby.	Arrived at Euston-square.
Proper Time -	5 55 p.m.	8 10 p.m.	10 45 p.m.	1 55 a.m.	3 0 a.m.	5 20 a.m.	8 0 a.m.	11 0 a.m.
1853:								
September 30	6 0 p.m.	8 10 p.m.	10 50 p.m.	2 0 a.m.	3 10 a.m.	5 57 a.m.	8 20 a.m.	12 2 p.m.
October 1 -	5 58	8 15	10 45	1 55	3 0	5 30	9 40	Sunday.
2 -	5 56	8 10	10 45	1 36	3 0	5 35	8 0	11 25 a.m.
3 -	5 58	8 10	10 47	2 3	3 7	5 35	8 0	11 28
4 -	5 57	8 10	10 50	2 10	3 9	5 40	8 0	11 32
5 -	5 57	8 10	10 44	1 58	3 0	5 30	8 0	1 26 p.m.
6 -	5 59	8 10	10 45	2 5	3 12	5 32	8 0	11 32 a.m.
7 -	5 57	8 10	11 49	2 27	3 47	5 59	8 10	11 28
8 -	6 0	8 15	10 55	1 55	2 58	5 25	9 30	Sunday.
9 -	5 58	8 15	10 45	1 50	3 0	5 26	8 12	11 37
10 -	5 57	8 20	10 59	1 55	3 1	5 30	8 0	12 3 p.m.
11 -	5 57	8 55	11 19	2 5	3 10	5 40	8 4	12 2
12 -	5 59	8 19	11 5	2 5	3 15	5 40	8 4	1 45
13 -	6 10	8 24	10 50	2 10	3 20	5 32	8 0	11 40 a.m.
14 -	5 58	8 20	11 0	2 20	3 46	6 4	8 7	2 8 p.m.
15 -	5 57	8 10	10 45	1 55	3 4	5 24	9 36	Sunday.
16 -	5 55	8 10	10 45	1 50	3 0	5 30	8 4	11 48 a.m.
17 -	6 0	8 34	11 47	3 29	4 49	7 50	10 12*	—
18 -	5 55	8 10	10 45	2 5	3 18	5 40	8 0	11 45
19 -	5 55	8 10	10 45	1 55	3 12	5 32	8 0	11 35
20 -	5 57	9 0	11 44	3 43	4 55	7 12	9 17*	—
21 -	5 58	8 47	11 21	2 36	3 44	6 12	8 24	11 40
22 -	6 2	8 13	10 45	2 5	3 6	5 30	9 25	Sunday.
23 -	5 59	8 18	10 48	1 56	3 0	5 40	8 0	11 30
24 -	5 55	8 10	10 55	2 25	3 35	5 55	8 5	11 43
25 -	5 55	8 10	10 45	2 2	3 20	5 40	8 4	11 34
26 -	6 3	8 25	11 15	2 28	3 42	6 4	8 7	12 15 p.m.
27 -	5 55	8 10	10 50	2 10	3 38	5 58	8 10	11 40 a.m.
28 -	5 55	8 10	10 57	2 37	3 57	6 12	8 12	11 57
29 -	5 57	8 10	10 43	2 4	3 12	5 32	9 40	Sunday.
30 -	5 58	8 14	10 49	1 55	3 0	5 20	8 0	11 30
31 -	5 53	8 13	10 50	2 0	3 7	5 30	8 0	12 8 p.m.

* On these occasions the junction with the North-Western train was lost, and the York line of bags came on to London separately.

DAY MAIL.—EDINBURGH, NEWCASTLE, AND YORK, TO LONDON—*continued.*

NOVEMBER.

DATE.	Left Edinburgh.	Arrived at Berwick.	Arrived at Newcastle.	Arrived at York.	Arrived at Normanton.	Arrived at Derby.	Arrived at Rugby.	Arrived at Euston-square.
Proper Time - -	5 55 p.m.	8 10 p.m.	10 45 p.m.	1 55 a.m.	3 0 a.m.	5 20 a.m.	8 0 a.m.	——
1853:								
November 1 -	5 55 p.m.	8 10 p.m.	10 45 p.m.	1 57 a.m.	3 3 a.m.	5 22 a.m.	8 0 a.m.	11 25 a.m.
2 -	5 58	8 10	10 48	2 0	3 5	7 55	9 46	1 38 p.m.
3 -	5 55	8 10	10 45	1 55	3 17	5 32	8 0	11 54 a.m.
4 -	5 57	8 18	10 52	3 27	4 47	6 52	8 56	12 45 p.m.
5 -	5 55	8 10	10 45	1 56	3 8	5 39	8 0	Sunday.
6 -	5 55	8 10	10 45	1 55	3 0	5 22	8 10	11 58 a.m.
7 -	5 55	8 10	10 42	2 15	3 36	6 0	8 10	11 40
8 -	5 55	8 10	10 45	1 58	3 12	5 30	8 4	11 18
9 -	5 55	8 10	10 45	2 17	3 30	5 45	8 0	12 0
10 -	5 55	8 10	10 42	1 55	3 5	5 26	8 4	11 45
11 -	6 0	8 15	11 43	3 28	4 55	7 10	9 20	12 20 p.m.
12 -	5 55	8 10	10 45	2 20	3 2	5 30	9 40	Sunday.
13 -	5 55	8 10	10 40	1 40	2 58	5 25	8 10	11 25 a.m.
14 -	6 0	8 15	10 58	2 5	3 18	5 32	8 3	11 32
15 -	6 0	8 18	10 55	2 17	3 35	5 55	8 0	11 36
16 -	6 4	8 30	11 11	2 32	3 57	6 23	8 17	not timed.
17 -	6 0	8 15	10 48	2 10	3 45	5 50	8 0	11 52
18 -	6 0	8 15	10 55	2 20	3 42	6 0	8 10	12 8 p.m.
19 -	5 55	8 10	10 45	1 56	3 5	5 30	9 30	Sunday.
20 -	5 55	8 10	10 45	1 55	3 0	5 20	8 0	11 38 a.m.
21 -	5 58	8 14	11 8	2 47	4 37	6 57	9 5	12 10 p.m.
22 -	5 55	8 10	11 20	3 3	4 40	7 16	10 32	*
23 -	5 55	8 10	10 45	2 50	4 21	6 33	8 30	1 50 p.m.
24 -	5 55	8 10	10 45	2 8	3 10	5 36	8 4	11 27 a.m.
25 -	6 0	8 15	10 57	2 13	3 32	6 4	8 8	11 43
26 -	5 55	8 10	10 45	1 55	3 5	5 40	9 45	Sunday.
27 -	5 55	8 10	10 50	1 50	3 0	5 24	8 10	11 25
28 -	5 56	8 10	10 45	2 18	3 54	6 18	8 22	12 3 p.m.
29 -	5 55	8 10	10 45	2 2	3 9	5 30	8 0	11 40 a.m.
30 -	5 55	8 10	10 45	1 55	3 15	5 35	8 4	2 55 p.m.

DECEMBER.

Proper Time - -	5 55 p.m.	8 10 p.m.	10 45 p.m.	1 55 a.m.	3 0 a.m.	5 20 a.m	8 0 a.m.	11 0 a.m.
1853:								
December 1 -	5 59 p.m.	8 10 p.m.	10 52 p.m.	1 58 a.m.	3 5 a.m.	5 27 a.m.	8 10 a.m.	11 41 a.m.
2 -	5 55	8 10	11 7	2 50	4 3	6 20	8 24	12 20 p.m.
3 -	5 55	8 10	10 45	2 0	3 10	5 20	9 30	Sunday.
4 -	5 55	8 10	10 45	1 57	3 7	5 24	8 7	11 35 a.m.
5 -	5 55	8 10	10 45	1 58	3 3	5 21	9 35	*
6 -	5 55	8 10	10 53	2 5	3 25	5 58	8 14	12 0
7 -	5 58	8 10	10 47	1 55	3 11	6 5	8 15	11 25
8 -	5 57	8 10	10 55	2 0	3 17	5 36	8 0	11 28
9 -	5 58	8 14	10 55	2 55	4 0	6 13	8 15	12 0
10 -	5 59	8 10	10 43	2 8	3 10	5 32	9 40	Sunday.
11 -	6 0	8 10	10 45	1 50	3 6	5 30	8 0	11 25
12 -	5 58	8 13	10 50	1 55	3 10	5 36	8 0	not timed.
13 -	5 58	8 10	10 57	2 12	3 20	5 35	8 5	11 25
14 -	6 0	8 13	11 3	2 20	3 20	5 32	8 0	11 28
15 -	5 58	8 17	11 3	1 58	3 2	5 40	8 0	11 23
16 -	6 0	8 10	10 43	2 3	3 15	5 34	8 4	11 28
17 -	5 58	8 10	10 45	2 2	3 7	5 32	9 30	Sunday.
18 -	5 58	8 15	10 45	1 50	3 0	5 20	8 2	12 2 p.m.
19 -	5 58	8 15	10 47	1 55	3 0	5 37	8 0	11 20 a.m.
20 -	6 0	8 15	11 10	2 15	3 23	5 43	8 14	11 30
21 -	This time bill cannot be found -			- -	- -	- -	- -	11 58
22 -	5 55	8 10	11 24	2 53	3 54	6 14	8 46	11 15
23 -	6 0	8 15	11 0	2 25	3 30	5 55	8 5	11 47
24 -	5 55	8 10	10 55	1 58	3 0	5 30	10 24	Sunday.
25 -	6 0	8 16	10 45	1 50	2 55	5 20	8 0	11 20
26 -	6 0	8 10	10 55	2 2	3 5	5 34	8 2	11 8
27 -	5 55	8 10	10 50	2 10	3 46	6 5	8 10	11 25
28 -	6 0	8 30	11 8	1 59	3 9	5 29	8 2	12 50 p.m.
29 -	6 0	8 10	10 50	1 55	3 0	5 20	8 0	11 17 a.m.
30 -	5 55	8 10	10 50	1 55	3 5	5 30	8 0	11 45
31 -	6 8	8 10	10 47	1 55	2 55	5 20	9 30	Sunday.

* On these occasions the junction with the North Western train was lost, and the York line of bags came on to London separately.

General Post Office,
29 April 1854.

Rowland Hill,
Secretary.

RETURN No. 4.

RETURN of the Hours at which the various MAIL BAGS were Due, and were Delivered at the Metropolitan Termini for Transmission by Railway during the Months of October, November, and December; and the Hours at which the BAGS were Due and Arrived by Railway at the Metropolitan Termini during the same Months.

Mem.—Besides the Mail Trains to which the within Return relates, various Ordinary Passenger Trains are employed both to and from London, for conveying Mail Bags; but the Post Office exercises no control whatever over the working of such Trains, and no Record is kept by the Post Office of their Arrivals or Departures.

LONDON AND NORTH-WESTERN RAILWAY.—CARLISLE MAIL.

RETURN showing the hours at which the MAIL BAGS were Due and were Delivered at the Euston Square Terminus, for transmission by Railway, during the Months of October, November, and December 1853.

DATE.	Night Mail Train, appointed to start at 8.45 P. M.		Day Mail Train, appointed to start at 9.15 A. M.	
	Hour at which the Bags were Due.	Hour at which the last Arrived.	Hour at which the Bags were Due.	Hour at which the last Arrived.
1853:	P. M.	P. M.	A. M.	A. M.
October 1	8 18	8 29	9 3	9 9
2	8 18	8 20	9 3	Sunday.
3	8 18	8 35	9 3	9 9
4	8 18	8 28	9 3	9 6
5	8 18	8 40	9 3	9 9
6	8 18	8 25	9 3	9 7
7	8 18	8 25	9 3	9 9
8	8 18	8 27	9 3	9 9
9	8 18	8 18	9 3	Sunday.
10	8 18	8 30	9 3	9 10
11	8 18	8 28	9 3	9 8
12	8 18	8 25	9 3	9 5
13	8 18	8 24	9 3	9 6
14	8 18	8 27	9 3	9 8
15	8 18	8 30	9 3	9 7
16	8 18	8 20	9 3	Sunday.
17	8 18	8 37	9 3	9 7
18	8 18	8 30	9 3	9 5
19	8 18	8 20	9 3	9 5
20	8 18	8 25	9 3	9 7
21	8 18	8 33	9 3	9 7
22	8 18	8 27	9 3	9 10
23	8 18	8 18	9 3	Sunday.
24	8 18	8 30	9 3	9 8
25	8 18	8 27	9 3	9 8
26	8 18	8 25	9 3	9 9
27	8 18	8 28	9 3	9 7
28	8 18	8 55	9 3	9 9
29	8 18	8 25	9 3	9 9
30	8 18	8 20	9 3	Sunday.
31	8 18	8 30	9 3	9 8

DATE.	Night Mail Train, appointed to start at 8.45 P. M.		Day Mail Train, appointed to start at 9.15 A. M.	
	Hour at which the Bags were Due.	Hour at which the last Arrived.	Hour at which the Bags were Due.	Hour at which the last Arrived.
1853:	P. M.	P. M.	A. M.	A. M.
November 1	8 18	8 32	9 3	9 8
2	8 18	8 32	9 3	9 9
3	8 18	8 30	9 3	9 11
4	8 18	8 30	9 3	9 10
5	8 18	8 25	9 3	9 12
6	8 18	8 18	- -	Sunday.
7	8 18	8 30	9 3	9 7
8	8 18	8 30	9 3	9 9
9	8 18	8 29	9 3	9 10
10	8 18	8 27	9 3	9 9
11	8 18	8 35	9 3	9 9
12	8 18	8 30	9 3	9 10
13	8 18	8 20	- -	Sunday.
14	8 18	8 25	9 3	9 9
15	8 18	8 27	9 3	9 9
16	8 18	8 25	9 3	9 6
17	8 18	8 25	9 3	9 6
18	8 18	8 38	9 3	9 10
19	8 18	8 30	9 3	9 12
20	8 18	8 18	- -	Sunday.
21	8 18	8 31	9 3	9 7
22	8 18	8 29	9 3	9 9
23	8 18	8 35	9 3	9 8
24	8 18	8 26	9 3	9 8
25	8 18	8 35	9 3	9 9
26	8 18	8 28	9 3	9 9
27	8 18	8 18	- -	Sunday.
28	8 18	8 30	9 3	9 9
29	8 18	8 32	9 3	9 9
30	8 18	8 30	9 3	9 9

DATE.	Night Mail Train, appointed to start at 8.45 P.M.		Day Mail Train, appointed to start at 9.15 A. M.	
	Hour at which the Bags were Due.	Hour at which the last Arrived.	Hour at which the Bags were Due.	Hour at which the last Arrived.
1853:	P. M.	P. M.	A. M.	A. M.
December 1	8 18	8 28	9 3	9 11
2	8 18	8 35	9 3	9 10
3	8 18	8 29	9 3	9 9
4	8 18	8 20	9 3	Sunday.
5	8 18	8 28	9 3	9 8
6	8 18	8 25	9 3	9 9
7	8 18	8 25	9 3	9 6
8	8 18	8 27	9 3	9 9
9	8 18	8 29	9 3	9 9
10	8 18	8 26	9 3	9 7
11	8 18	8 18	9 3	Sunday.
12	8 18	8 32	9 3	9 14
13	8 18	8 35	9 3	9 10
14	8 18	8 25	9 3	9 9
15	8 18	8 28	9 3	9 9
16	8 18	8 42	9 3	9 14
17	8 18	8 31	9 3	9 11
18	8 18	8 18	9 3	Sunday.
19	8 18	8 31	9 3	9 8
20	8 18	8 30	9 3	9 9
21	8 18	8 25	9 3	9 8
22	8 18	8 26	9 3	9 7
23	8 18	8 35	9 3	9 7
24	8 18	8 30	9 3	9 8
25	8 18	8 20	9 3	Sunday.
26	8 18	8 40	9 3	9 10
27	8 18	8 31	9 3	9 13
28	8 18	8 45	9 3	9 10
29	8 18	8 35	9 3	9 12
30	8 18	8 38	9 3	9 9
31	8 18	8 40	9 3	9 12

LONDON AND NORTH-WESTERN RAILWAY.—CARLISLE MAIL.

RETURN showing the Hours at which the MAIL BAGS were Due, and Arrived by Railway, at the Euston-square Terminus, during the Months of October, November and December 1853.

DATE.	Up Night Mail Train.		Up Day Mail Train.	
	Hour at which it was Due.	Hour at which it Arrived.	Hour at which it was Due.	Hour at which it Arrived.
1853:	A. M.	A. M.	A. M.	
October 1	4 40	6 19	11 0	12 8 p.m.
2	4 40	5 0	11 0	Sunday.
3	4 40	5 12	11 0	11 25 a.m.
4	4 40	5 0	11 0	11 28
5	4 40	5 25	11 0	11 32
6	4 40	6 5	11 0	1 26 p.m.
7	4 40	4 58	11 0	11 32
8	4 40	5 40	11 0	11 28
9	4 40	5 27	11 0	Sunday.
10	4 40	5 4	11 0	11 37
11	4 40	5 3	11 0	12 3 p.m.
12	4 40	5 7	11 0	12 2
13	4 40	5 30	11 0	1 45
14	4 40	5 24	11 0	11 40 a.m.
15	4 40	6 40	11 0	2 8 p.m.
16	4 40	5 20	11 0	Sunday.
17	4 40	5 25	11 0	11 48 a.m.
18	4 40	5 8	11 0	11 32
19	4 40	5 9	11 0	11 45
20	4 40	4 55	11 0	11 35
21	4 40	4 54	11 0	11 30
22	4 40	5 30	11 0	11 40
23	4 40	5 8	11 0	Sunday.
24	4 40	5 25	11 0	11 30
25	4 40	5 16	11 0	11 43
26	4 40	5 30	11 0	11 34
27	4 40	5 50	11 0	12 15 p.m.
28	4 40	6 25	11 0	11 40 a.m.
29	4 40	6 15	11 0	11 57
30	4 40	5 22	11 0	Sunday.
31	4 40	4 55	11 0	11 30

DATE.	Up Night Mail Train.		Up Day Mail Train.	
	Hour at which it was Due.	Hour at which it Arrived.	Hour at which it was Due.	Hour at which it Arrived.
1853:	A. M.	A. M.	A. M.	
November 1	4 40	6 28	11 0	12 8 p.m.
2	4 40	6 3	11 0	11 25 a.m.
3	4 40	5 3	11 0	1 38 p.m.
4	4 40	5 20	11 0	11 54 a.m.
5	4 40	5 25	11 0	12 45 p.m.
6	4 40	5 26	11 0	Sunday.
7	4 40	5 17	11 0	11 58 a.m.
8	4 40	5 17	11 0	11 40
9	4 40	4 43	11 0	11 18
10	4 40	5 1	11 0	12 0
11	4 40	4 55	11 0	11 45
12	4 40	4 43	11 0	12 20 p.m.
13	4 40	4 54	11 0	Sunday.
14	4 40	5 1	11 0	11 25 a.m.
15	4 40	6 39	11 0	11 32
16	4 40	5 0	11 0	11 36
17	4 40	4 58	11 0	11 20
18	4 40	4 50	11 0	11 52
19	4 40	4 57	11 0	12 8 p.m.
20	4 40	5 10	11 0	Sunday.
21	4 40	4 50	11 0	11 38 a.m.
22	4 40	5 41	11 0	12 10 p.m.
23	4 40	5 22	11 0	11 58 a.m.
24	4 40	5 5	11 0	1 50 p.m.
25	4 40	4 55	11 0	11 27 a.m.
26	4 40	5 32	11 0	11 43
27	4 40	4 59	11 0	Sunday.
28	4 40	4 53	11 0	11 25
29	4 40	5 43	11 0	12 3 p.m.
30	4 40	5 9	11 0	11 48

DATE.	Up Night Mail Train.		Up Day Mail Train.	
	Hour at which it was Due.	Hour at which it Arrived.	Hour at which it was Due.	Hour at which it Arrived.
1853:	A. M.	A. M.	A. M.	
December 1	4 40	4 55	11 0	2 55 p.m.
2	4 40	5 7	11 0	11 41 a.m.
3	4 40	5 10	11 0	12 20 p.m.
4	4 40	5 13	11 0	Sunday.
5	4 40	5 17	11 0	11 35 a.m.
6	4 40	5 0	11 0	11 45
7	4 40	5 0	11 0	12 0
8	4 40	5 33	11 0	11 25
9	4 40	5 8	11 0	11 28
10	4 40	5 30	11 0	12 0
11	4 40	5 32	11 0	Sunday.
12	4 40	4 50	11 0	11 25
13	4 40	5 8	11 0	12 18 p.m.
14	4 40	5 0	11 0	11 25 a.m.
15	4 40	5 25	11 0	11 28
16	4 40	5 13	11 0	11 23
17	4 40	5 25	11 0	11 28
18	4 40	5 20	11 0	Sunday.
19	4 40	5 5	11 0	12 2 p.m.
20	4 40	5 25	11 0	11 20 a.m.
21	4 40	5 0	11 0	11 30
22	4 40	5 30	11 0	11 58
23	4 40	5 22	11 0	11 15
24	4 40	6 20	11 0	11 47
25	4 40	5 31	11 0	Sunday.
26	4 40	4 52	11 0	11 20
27	4 40	5 5	11 0	11 8
28	4 40	5 32	11 0	11 25
29	4 40	6 20	11 0	12 50 p.m.
30	4 40	6 49	11 0	11 17 a.m.
31	4 40	- -	- -	11 45

RETURN showing the Hours at which the MAIL BAGS were Due, and were Delivered at Euston Square Terminus, for Transmission by Railway, during the Months of October, November, and December 1853.

DATE.	Night Mail Train, appointed to start at 9. P.M.		Day Mail Train, appointed to start at 9.30 A.M.	
	Hour at which the Bags were Due.	Hour at which the last Arrived.	Hour at which the Bags were Due.	Hour at which the last Arrived.
1853:	P. M.	P. M.	A. M.	A. M.
October 1	8 18	8 20	9 18	9 25
2	8 18	8 18	Sunday	Sunday.
3	8 18	8 30	9 18	9 23
4	8 18	8 28	9 18	9 25
5	8 18	8 28	9 18	9 25
6	8 18	8 30	9 18	9 22
7	8 18	8 20	9 18	9 22
8	8 18	8 22	9 18	9 26
9	8 18	8 20	Sunday	Sunday.
10	8 18	8 22	9 18	9 23
11	8 18	8 22	9 18	9 25
12	8 18	8 30	9 18	9 22
13	8 18	8 20	9 18	9 22
14	8 18	8 18	9 18	9 22
15	8 18	8 30	9 18	9 23
16	8 18	8 18	Sunday	Sunday.
17	8 18	8 18	9 18	9 22
18	8 18	8 30	9 18	9 22
19	8 18	8 18	9 18	9 22
20	8 18	8 18	9 18	9 23
21	8 18	8 30	9 18	9 22
22	8 18	8 20	9 18	9 25
23	8 18	8 18	Sunday	Sunday.
24	8 18	8 30	9 18	9 22
25	8 18	8 20	9 18	9 21
26	8 18	8 18	9 18	9 21
27	8 18	8 30	9 18	9 22
28	8 18	8 53	9 18	9 22
29	8 18	8 18	9 18	9 23
30	8 18	8 20	Sunday	Sunday.
31	8 18	8 22	- -	9 23

DATE.	Night Mail Train, appointed to start at 9. P.M.		Day Mail Train, appointed to start at 9.30 A.M.	
	Hour at which the Bags were Due.	Hour at which the last Arrived.	Hour at which the Bags were Due.	Hour at which the last Arrived.
1853:	P. M.	P. M.	A. M.	A. M.
November 1	8 18	8 23	9 18	9 22
2	8 18	8 30	9 18	9 23
3	8 18	8 18	9 18	9 23
4	8 18	8 18	9 18	9 23
5	8 18	8 30	9 18	9 24
6	8 18	8 18	Sunday	Sunday.
7	8 18	8 22	9 18	9 22
8	8 18	8 30	9 18	9 23
9	8 18	8 20	9 18	9 24
10	8 18	8 21	9 18	9 21
11	8 18	8 35	9 18	9 22
12	8 18	8 25	9 18	9 23
13	8 18	8 18	Sunday	Sunday.
14	8 18	8 30	9 18	9 21
15	8 18	8 18	9 18	9 22
16	8 18	8 18	9 18	9 21
17	8 18	8 30	9 18	9 21
18	8 18	8 27	9 18	9 21
19	8 18	8 10	9 18	9 25
20	8 18	8 20	Sunday	Sunday.
21	8 18	8 33	9 18	9 22
22	8 18	8 23	9 18	9 24
23	8 18	8 36	9 18	9 22
24	8 18	8 18	9 18	9 24
25	8 18	8 26	9 18	9 23
26	8 18	8 30	9 18	9 22
27	8 18	8 18	Sunday	Sunday.
28	8 18	8 23	9 18	9 23
29	8 18	8 30	9 18	9 23
30	8 18	8 23	9 18	9 22

DATE.	Night Mail Train, appointed to start at 9. P.M.		Day Mail Train, appointed to start at 9.30 A.M.	
	Hour at which the Bags were Due.	Hour at which the last Arrived.	Hour at which the Bags were Due.	Hour at which the last Arrived.
1853:	P. M.	P. M.	A. M.	A. M.
December 1	8 18	8 23	9 18	9 24
2	8 18	8 30	9 18	9 22
3	8 18	8 22	9 18	9 22
4	8 18	8 18	Sunday	Sunday.
5	8 18	8 30	9 18	9 23
6	8 18	8 23	9 18	9 22
7	8 18	8 21	9 18	9 21
8	8 18	8 30	9 18	9 22
9	8 18	8 25	9 18	9 22
10	8 18	8 18	9 18	9 22
11	8 18	8 20	Sunday	Sunday.
12	8 18	8 25	9 18	9 22
13	8 18	8 23	9 18	9 22
14	8 18	8 30	9 18	9 24
15	8 18	8 18	9 18	9 22
16	8 18	9 25	9 18	9 27
17	8 18	8 30	9 18	9 32
18	8 18	8 20	Sunday	Sunday.
19	8 18	8 25	9 18	9 24
20	8 18	8 39	9 18	9 25
21	8 18	8 22	9 18	9 21
22	8 18	8 25	9 18	9 22
23	8 18	8 35	9 18	9 22
24	8 18	8 28	9 18	9 27
25	8 18	8 18	Sunday	Sunday.
26	8 18	8 40	9 18	9 23
27	8 18	8 25	9 18	9 27
28	8 18	8 35	9 18	9 26
29	8 18	8 35	9 18	9 29
30	8 18	8 25	9 18	9 23
31	8 18	9 5	9 18	9 28

ONDON ANDL NORTH-WESTERN RAILWAY.—YORK MAIL.

RETURN showing the Hours at which the MAIL BAGS were Due, and Arrived by Railway, at the Euston-square Terminus, for Transmission by Railway, during the Months of October, November, and December, 1853.

DATE.	Night Mail Train, appointed to start at 9. P. M.		Day Mail Train, appointed to start at ——.	
	Hour at which the Bags were Due.	Hour at which they Arrived.	Hour at which it was Due.	Hour at which it Arrived.
1853:	P. M.	P. M.		
October 1	4 30	4 58		
2	4 30	4 30		
3	4 30	4 36		
4	4 30	4 35		
5	4 30	4 50		
6	4 30	4 40		
7	4 30	4 30		
8	4 30	4 40		
9	4 30	4 42		
10	4 30	4 45		
11	4 30	4 40		
12	4 30	4 48		
13	4 30	5 12	The Midland Day Mail arrives with the London and North-Western Mail. *Vide* Return headed "London and North-Western Carlisle Mail."	
14	4 30	4 38		
15	4 30	4 37		
16	4 30	4 40		
17	4 30	4 35		
18	4 30	4 35		
19	4 30	4 35		
20	4 30	4 30		
21	4 30	4 34		
22	4 30	5 0		
23	4 30	5 0		
24	4 30	4 35		
25	4 30	4 40		
26	4 30	5 40		
27	4 30	4 50		
28	4 30	6 40		
29	4 30	4 50		
30	4 30	4 58		
31	4 30	4 33		

DATE.	Up Night Mail Train.		Up Day Mail Train.	
	Hour at which it was Due.	Hour at which it Arrived.	Hour at which it was Due.	Hour at which it Arrived.
1853:				
November 1	4 30	4 47		
2	4 30	4 30		
3	4 30	4 45		
4	4 30	4 45		
5	4 30	4 35		
6	4 30	4 45		
7	4 30	4 30		
8	4 30	4 32		
9	4 30	4 30		
10	4 30	4 35		
11	4 30	4 35		
12	4 30	4 32		
13	4 30	4 40	The Midland Day Mail arrives with the London and North-Western Mail. *Vide* Return headed "London and North-Western Carlisle Mail."	
14	4 30	4 30		
15	4 30	4 45		
16	4 30	4 35		
17	4 30	4 40		
18	4 30	4 35		
19	4 30	4 40		
20	4 30	6 10		
21	4 30	4 30		
22	4 30	4 40		
23	4 30	5 12		
24	4 30	4 45		
25	4 30	4 35		
26	4 30	5 5		
27	4 30	4 45		
28	4 30	4 45		
29	4 30	5 20		
30	4 30	4 50		

DATE.	Up Night Mail Train.		Up Day Mail Train.	
	Hour at which it was Due.	Hour at which it Arrived.	Hour at which it was Due.	Hour at which it Arrived.
1853:				
December 1	4 30	5 10		
2	4 30	4 50		
3	4 30	5 0		
4	4 30	5 17		
5	4 30	4 32		
6	4 30	4 37		
7	4 30	4 32		
8	4 30	4 46		
9	4 30	4 50		
10	4 30	4 48		
11	4 30	5 0		
12	4 30	4 37		
13	4 30	4 45	The Midland Day Mail arrives with the London and North-Western Mail. *Vide* Return headed "London and North-Western Carlisle Mail."	
14	4 30	4 45		
15	4 30	5 12		
16	4 30	4 55		
17	4 30	5 5		
18	4 30	5 55		
19	4 30	4 40		
20	4 30	5 0		
21	4 30	4 35		
22	4 30	5 0		
23	4 30	5 10		
24	4 30	7 0		
25	4 30	5 20		
26	4 30	4 35		
27	4 30	4 55		
28	4 30	5 30		
29	4 30	6 0		
30	4 30	6 15		
31	4 30	4 40		

RETURN showing the Hours at which the MAIL BAGS were Due and were Delivered at the Paddington Terminus, for Transmission by Railway, during the Months of October, November, and December 1853.

DATE.	Night Mail Train, appointed to start at 8.55 P.M.		Day Mail Train, appointed to start at 10.15 A.M.	
	Hour at which the Bags were Due.	Hour at which the last Arrived.	Hour at which the Bags were Due.	Hour at which they Arrived.
1853:	P. M.	P. M.	A. M.	A. M.
October 1 -	8 53	8 45	10 5	10 5
2 -	8 35	8 35	10 5	Sunday.
3 -	8 35	8 45	10 5	10 9
4 -	8 35	8 45	10 5	10 5
5 -	8 35	8 55	10 5	10 4
6 -	8 35	8 40	10 5	10 5
7 -	8 35	8 44	10 5	10 6
8 -	8 35	8 40	10 5	10 5
9 -	8 35	8 35	10 5	Sunday.
10 -	8 35	8 48	10 5	10 7
11 -	8 35	8 38	10 5	10 5
12 -	8 35	8 40	10 5	10 3
13 -	8 35	8 38	10 5	10 5
14 -	8 35	8 42	10 5	10 5
15 -	8 35	8 43	10 5	10 5
16 -	8 35	8 35	10 5	Sunday.
17 -	8 35	8 39	10 5	10 5
18 -	8 35	8 35	10 5	10 5
19 -	8 35	8 35	10 5	10 4
20 -	8 35	8 35	10 5	10 5
21 -	8 35	8 43	10 5	10 3
22 -	8 35	8 25	10 5	10 5
23 -	8 35	8 35	10 5	Sunday.
24 -	8 35	8 50	10 5	10 8
25 -	8 35	8 35	10 5	10 5
26 -	8 35	8 35	10 5	10 4
27 -	8 35	8 35	10 5	10 5
28 -	8 35	9 0	10 5	10 8
29 -	8 35	8 39	10 5	10 5
30 -	8 35	8 35	10 5	Sunday.
31 -	8 35	8 43	10 5	10 5

DATE.	Night Mail Train, appointed to start at 8.55 P.M.		Day Mail Train, appointed to start at 10.15 A.M.	
	Hour at which the Bags were Due.	Hour at which the last Arrived.	Hour at which the Bags were Due.	Hour at which they Arrived.
1853:	P. M.	P. M.	A. M.	A. M.
November 1	8 35	8 40	10 5	10 5
2	8 35	8 35	10 5	10 5
3	8 35	8 38	10 5	10 5
4	8 35	8 42	10 5	10 4
5	8 35	8 35	10 5	10 5
6	8 35	8 35	10 5	Sunday.
7	8 35	8 47	10 5	10 3
8	8 35	8 39	10 5	10 5
9	8 35	8 35	10 5	10 5
10	8 35	8 35	10 5	10 5
11	8 35	8 45	10 5	10 7
12	8 35	8 38	10 5	10 5
13	8 35	8 35	10 5	Sunday.
14	8 35	8 35	10 5	10 5
15	8 35	8 38	10 5	10 5
16	8 35	8 40	10 5	10 5
17	8 35	8 35	10 5	10 5
18	8 35	8 50	10 5	10 5
19	8 35	8 38	10 5	10 5
20	8 35	8 35	10 5	Sunday.
21	8 35	8 35	10 5	10 5
22	8 35	8 50	10 5	10 5
23	8 35	8 40	10 5	10 5
24	8 35	8 35	10 5	10 5
25	8 35	8 40	10 5	10 6
26	8 35	8 35	10 5	10 5
27	8 35	8 35	10 5	Sunday.
28	8 35	8 40	10 5	10 4
29	8 35	8 38	10 5	10 5
30	8 35	8 42	10 5	10 6

DATE.	Night Mail Train, appointed to start at 8.55 P.M.		Day Mail Train, appointed to start at 10.15 P.M.	
	Hour at which the Bags were Due,	Hour at which the last Arrived.	Hour at which the Bags were Due.	Hour at which they Arrived.
1853:	P. M.	P. M.	P. M.	P. M.
December 1	8 35	8 35	10 5	10 5
2	8 35	8 42	10 5	10 7
3	8 35	8 35	10 5	10 5
4	8 35	8 35	10 5	Sunday.
5	8 35	8 38	10 5	10 5
6	8 35	8 40	10 5	10 5
7	8 35	8 35	10 5	10 5
8	8 35	8 35	10 5	10 5
9	8 35	8 39	10 5	10 4
10	8 35	8 39	10 5	10 5
11	8 35	8 35	10 5	Sunday.
12	8 35	8 40	10 5	10 5
13	8 35	8 40	10 5	10 5
14	8 35	8 40	10 5	10 4
15	8 35	8 35	10 5	10 5
16	8 35	8 53	10 5	10 9
17	8 35	8 40	10 5	10 14
18	8 35	8 35	10 5	Sunday.
19	8 35	8 45	10 5	10 6
20	8 35	8 40	10 5	10 5
21	8 35	8 38	10 5	10 5
22	8 35	8 40	10 5	10 5
23	8 35	8 58	10 5	10 7
24	8 35	8 49	10 5	10 27
25	8 35	8 35	10 5	Sunday.
26	8 35	8 50	10 5	10 16
27	8 35	8 42	10 5	10 5
28	8 35	8 40	10 5	10 5
29	8 35	8 39	10 5	10 5
30	8 35	8 45	10 5	10 5
31	8 35	8 50	10 5	10 5

GREAT WESTERN RAILWAY.

RETURN showing the Hours at which the MAIL BAGS were Due, and Arrived by Railway, at the Paddington Terminus, during the Months of October, November, and December 1853.

DATE.	Up Night Mail Train.		Up Day Mail Train.	
	Hour at which it was Due.	Hour at which it Arrived.	Hour at which it was Due.	Hour at which it Arrived.
1853:				
October 1	4 15	4 35	1 10	1 23
2	4 15	4 17	1 10	Sunday.
3	4 15	4 27	1 10	1 15
4	4 15	4 37	1 10	1 24
5	4 15	4 25	1 10	1 23
6	4 15	4 22	1 10	1 13
7	4 15	4 15	1 10	1 8
8	4 15	4 37	1 10	1 14
9	4 15	4 35	1 10	Sunday.
10	4 15	4 25	1 10	1 20
11	4 15	4 20	1 10	1 17
12	4 15	4 49	1 10	1 10
13	4 15	4 33	1 10	1 25
14	4 15	5 5	1 10	1 36
15	4 15	4 33	1 10	1 19
16	4 15	4 25	1 10	Sunday.
17	4 15	4 17	1 10	1 28
18	4 15	4 22	1 10	1 18
19	4 15	4 27	1 10	1 33
20	4 15	4 24	1 10	1 25
21	4 15	4 27	1 10	1 15
22	4 15	4 35	1 10	1 15
23	4 15	5 0	1 10	Sunday.
24	4 15	4 24	1 10	1 20
25	4 15	4 38	1 10	1 34
26	4 15	4 35	1 10	1 13
27	4 15	4 22	1 10	1 15
28	4 15	4 45	1 10	1 10
29	4 15	4 30	1 10	1 13
30	4 15	4 20	1 10	Sunday.
31	4 15	4 33	1 10	1 15

DATE.	Up Night Mail Train.		Up Day Mail Train.	
	Hour at which it was Due.	Hour at which it Arrived.	Hour at which it was Due.	Hour at which it Arrived.
1853:				
November 1	4 15	4 48	1 10	1 27
2	4 15	4 40	1 10	1 10
3	4 15	4 37	1 10	1 21
4	4 15	4 45	1 10	1 10
5	4 15	4 30	1 10	1 9
6	4 15	4 15	1 10	Sunday.
7	4 15	4 24	1 10	1 10
8	4 15	4 15	1 10	1 12
9	4 15	4 34	1 10	1 10
10	4 15	4 40	1 10	1 17
11	4 15	4 28	1 10	1 7
12	4 15	4 47	1 10	1 13
13	4 15	4 20	1 10	Sunday.
14	4 15	4 15	1 10	1 10
15	4 15	4 20	1 10	1 13
16	4 15	4 20	1 10	1 10
17	4 15	5 13	1 10	1 28
18	4 15	4 30	1 10	1 10
19	4 15	5 47	1 10	1 13
20	4 15	4 30	1 10	Sunday.
21	4 15	4 20	1 10	1 15
22	4 15	4 45	1 10	1 18
23	4 15	4 55	1 10	1 10
24	4 15	4 43	1 10	1 18
25	4 15	4 57	1 10	1 10
26	4 15	4 15	1 10	1 15
27	4 15	4 40	1 10	Sunday.
28	4 15	4 30	1 10	1 15
29	4 15	4 22	1 10	1 25
30	4 15	4 15	1 10	1 17

DATE.	Up Night Mail Train.		Up Day Mail Train.	
	Hour at which it was Due.	Hour at which it Arrived.	Hour at which it was Due.	Hour at which it Arrived.
1853:				
December 1	4 15	4 18	1 10	1 18
2	4 15	4 45	1 10	1 40
3	4 15	5 2	1 10	1 45
4	4 15	6 15	1 10	Sunday.
5	4 15	4 25	1 10	1 10
6	4 15	4 35	1 10	1 10
7	4 15	4 43	1 10	1 10
8	4 15	4 40	1 10	1 13
9	4 15	6 18	1 10	1 20
10	4 15	5 5	1 10	1 17
11	4 15	4 25	1 10	Sunday.
12	4 15	5 5	1 10	1 41
13	4 15	6 30	1 10	1 49
14	4 15	4 25	1 10	1 15
15	4 15	4 52	1 10	1 40
16	4 15	5 15	1 10	1 10
17	4 15	4 57	1 10	1 43
18	4 15	4 28	1 10	Sunday.
19	4 15	4 33	1 10	1 10
20	4 15	4 36	1 10	1 47
21	4 15	4 55	1 10	1 40
22	4 15	5 45	1 10	1 18
23	4 15	6 28	1 10	1 25
24	4 15	5 51	1 10	1 40
25	4 15	5 0	1 10	Sunday
26	4 15	4 49	1 10	1 10
27	4 15	4 39	1 10	1 17
28	4 15	6 15	1 10	1 34
29	4 15	5 5	1 10	1 36
30	4 15	5 30	1 10	1 15
31	4 15	5 20	1 10	1 14

SOUTH-WESTERN RAILWAY.

RETURN, showing the Hours at which the MAIL BAGS were Due, and were Delivered at the Waterloo Terminus, for Transmission by Railway, during the Months of October, November, and December 1853.

DATE.	Night Mail Train appointed to start at 8.30 P.M.		Day Mail Train appointed to start at 10.15 A.M.	
	Hour at which the Bags were Due.	Hour at which the last Arrived.	Hour at which the Bags were Due.	Hour at which they Arrived.
1853:	P. M.	P. M.	A. M.	A. M.
October 1	8 20	8 25	10 5	10 0
2	8 20	8 20	10 5	Sunday.
3	8 20	8 22	10 5	10 5
4	8 20	8 23	10 5	10 5
5	8 20	8 30	10 5	10 5
6	8 20	8 22	10 5	10 0
7	8 20	8 26	10 5	10 5
8	8 20	8 20	10 5	10 0
9	8 20	8 20	10 5	Sunday.
10	8 20	8 26	10 5	10 5
11	8 20	8 20	10 5	10 5
12	8 20	8 20	10 5	10 5
13	8 20	8 20	10 5	10 5
14	8 20	8 23	10 5	10 5
15	8 20	8 21	10 5	10 5
16	8 20	8 18	10 5	Sunday.
17	8 20	8 20	10 5	10 5
18	8 20	8 20	10 5	10 2
19	8 20	8 20	10 5	10 5
20	8 20	8 20	10 5	10 5
21	8 20	8 27	10 5	10 5
22	8 20	8 20	10 5	10 5
23	8 20	8 20	10 5	Sunday.
24	8 20	8 23	10 5	10 5
25	8 20	8 21	10 5	10 5
26	8 20	8 20	10 5	10 5
27	8 20	8 20	10 5	10 5
28	8 20	8 40	10 5	10 5
29	8 20	8 20	10 5	10 5
30	8 20	8 20	10 5	Sunday.
31	8 20	8 25	10 5	10 5

DATE.	Night Mail Train appointed to start at 8.30 P.M.		Day Mail Train appointed to start at 10.15 A.M.	
	Hour at which the Bags were Due.	Hour at which the last Arrived.	Hour at which the Bags were Due.	Hour at which they Arrived.
1853:	P. M.	P. M.	A. M.	A. M.
November 1	8 20	8 26	10 5	10 2
2	8 20	8 25	10 5	10 5
3	8 20	8 25	10 5	10 5
4	8 20	8 27	10 5	10 5
5	8 20	8 24	10 5	10 5
6	8 20	8 18	- -	Sunday.
7	8 20	8 25	10 5	10 5
8	8 20	8 25	10 5	10 5
9	8 20	8 20	10 5	10 5
10	8 20	8 20	10 5	10 5
11	8 20	8 26	10 5	10 5
12	8 20	8 23	10 5	10 5
13	8 20	8 25	- -	Sunday.
14	8 20	8 20	10 5	10 5
15	8 20	8 20	10 5	10 5
16	8 20	8 20	10 5	10 5
17	8 20	8 20	10 5	10 5
18	8 20	8 25	10 5	10 5
19	8 20	8 20	10 5	10 5
20	8 20	8 20	- -	Sunday.
21	8 20	8 21	10 5	10 5
22	8 20	8 35	10 5	10 5
23	8 20	8 28	10 5	10 5
24	8 20	8 20	10 5	10 5
25	8 20	8 25	10 5	10 5
26	8 20	8 20	10 5	10 5
27	8 20	8 18	- -	Sunday.
28	8 20	8 25	10 5	10 5
29	8 20	8 23	10 5	10 13
30	8 20	8 22	10 5	10 5

DATE.	Night Mail Train appointed to start at 8.30 P.M.		Day Mail Train appointed to start at 10.15 A.M.	
	Hour at which the Bags were Due.	Hour at which the last Arrived.	Hour at which the Bags were Due.	Hour at which they Arrived.
1853:	P. M.	P. M.	A. M.	A. M.
December 1	8 20	8 23	10 5	not dated.
2	8 20	8 30	10 5	10 5
3	8 20	8 24	10 5	10 3
4	8 20	8 20	- -	Sunday.
5	8 20	8 28	10 5	10 5
6	8 20	8 25	10 5	10 5
7	8 20	8 25	10 5	10 5
8	8 20	8 23	10 5	10 5
9	8 20	8 26	10 5	10 5
10	8 20	8 23	10 5	10 5
11	8 20	8 20	- -	Sunday.
12	8 20	8 32	10 5	10 5
13	8 20	8 24	10 5	10 5
14	8 20	8 23	10 5	10 5
15	8 20	8 25	10 5	10 5
16	8 20	8 30	10 5	10 5
17	8 20	8 25	10 5	10 14
18	8 20	8 30	- -	Sunday.
19	8 20	8 30	10 5	10 5
20	8 20	8 20	10 5	10 5
21	8 20	8 24	10 5	10 5
22	8 20	8 20	10 5	10 5
23	8 20	8 42	10 5	10 5
24	8 20	8 28	10 5	10 5
25	8 20	8 30	- -	Sunday.
26	8 20	8 32	10 5	10 5
27	8 20	8 25	10 5	10 5
28	8 20	8 20	10 5	10 5
29	8 20	8 21	10 5	10 5
30	8 20	8 27	10 5	10 5
31	8 20	8 30	10 5	10 15

SOUTH WESTERN RAILWAY.

RETURN showing the Hours at which the MAIL BAGS were Due, and Arrived by Railway, at the Waterloo Terminus, during the Months of October, November, and December 1853.

DATE.	Up Night Mail Train.		Up Day Mail Train.	
	Hour at which it was Due.	Hour at which it Arrived.	Hour at which it was Due.	Hour at which it Arrived.
1853:	A. M.	A. M.	A. M.	A. M.
October 1	4 30	4 35	11 45	11 50
2	4 30	4 40	11 45	Sunday.
3	4 30	4 30	11 45	11 45
4	4 30	4 30	11 45	11 45
5	4 30	4 35	11 45	11 45
6	4 30	4 35	11 45	11 45
7	4 30	4 30	11 45	11 40
8	4 30	4 40	11 45	11 20
9	4 30	4 31	11 45	Sunday.
10	4 30	4 30	11 45	11 42
11	4 30	4 40	11 45	11 45
12	4 30	4 30	11 45	11 44
13	4 30	4 30	11 45	11 45
14	4 30	4 30	11 45	11 45
15	4 30	4 37	11 45	11 45
16	4 30	4 50	- -	Sunday.
17	4 30	4 30	11 45	11 40
18	4 30	4 33	11 45	11 45
19	4 30	4 32	11 45	11 40
20	4 30	4 30	11 45	11 45
21	4 30	4 30	11 45	11 40
22	4 30	4 30	11 45	11 45
23	4 30	4 30	- -	Sunday.
24	4 30	6 4	11 45	11 40
25	4 30	4 34	11 45	11 45
26	4 30	4 35	11 45	11 40
27	4 30	4 32	11 45	11 45
28	4 30	4 30	11 45	11 48
29	4 30	4 30	11 45	11 40
30	4 30	4 32	11 45	Sunday.
31	4 30	4 30	11 45	11 42

DATE.	Up Night Mail Train.		Up Day Mail Train.	
	Hour at which it was Due.	Hour at which it Arrived.	Hour at which it was Due.	Hour at which it Arrived.
1853:	A. M.	A. M.	A. M.	A. M.
November 1	4 30	4 30	11 45	11 50
2	4 30	4 30	11 45	11 40
3	4 30	4 50	11 45	11 50
4	4 30	4 43	11 45	11 42
5	4 30	4 35	11 45	11 45
6	4 30	4 30	- -	Sunday.
7	4 30	4 30	11 45	11 40
8	4 30	4 30	11 45	11 45
9	4 30	4 24	11 45	11 40
10	4 30	4 30	11 45	11 48
11	4 30	4 30	11 45	11 49
12	4 30	4 57	11 45	11 48
13	4 30	4 30	- -	Sunday.
14	4 30	4 30	11 45	11 40
15	4 30	4 25	11 45	11 50
16	4 30	4 30	11 45	11 40
17	4 30	4 30	11 45	11 45
18	4 30	4 25	11 45	11 35
19	4 30	4 30	11 45	11 45
20	4 30	4 30	- -	Sunday.
21	4 30	4 30	11 45	11 40
22	4 30	4 30	11 45	11 45
23	4 30	4 30	11 45	11 40
24	4 30	4 30	11 45	11 45
25	4 30	4 30	11 45	11 40
26	4 30	4 30	11 45	11 45
27	4 30	4 30	11 45	Sunday.
28	4 30	4 30	11 45	11 40
29	4 30	4 30	11 45	11 45
30	4 30	4 35	11 45	11 40

DATE.	Up Night Mail Train.		Up Day Mail Train.	
	Hour at which it was Due.	Hour at which it Arrived.	Hour at which it was Due.	Hour at which it Arrived.
1853:	A. M.	A. M.	A. M.	A. M.
December 1	4 30	4 30	11 45	11 45
2	4 30	4 30	11 45	11 40
3	4 30	4 30	11 45	11 48
4	4 30	4 30	- -	Sunday.
5	4 30	4 30	11 45	11 40
6	4 30	4 30	11 45	11 50
7	4 30	4 30	11 45	11 40
8	4 30	4 35	11 45	11 45
9	4 30	4 45	11 45	11 55
10	4 30	4 35	11 45	11 45
11	4 30	4 30	- -	Sunday.
12	4 30	4 30	11 45	11 35
13	4 30	4 35	11 45	12 5
14	4 30	4 30	11 45	11 40
15	4 30	4 30	11 45	11 45
16	4 30	4 35	11 45	11 50
17	4 30	4 30	11 45	11 45
18	4 30	4 30	- -	Sunday.
19	4 30	4 30	11 45	11 55
20	4 30	4 30	11 45	11 48
21	4 30	4 30	11 45	11 42
22	4 30	4 35	11 45	11 45
23	4 30	4 32	11 45	11 45
24	4 30	4 40	11 45	11 45
25	4 30	4 55	- -	Sunday.
26	4 30	4 30	11 45	11 35
27	4 30	4 50	11 45	11 45
28	4 30	4 40	11 45	11 40
29	4 30	4 30	11 45	11 45
30	4 30	4 35	11 45	11 47
31	4 30	4 32	11 45	11 45

GREAT NORTHERN RAILWAY.

RETURN showing the Hours at which the MAIL BAGS were due, and were Delivered at the King's Cross Terminus, for transmission by Railway, during the Months of October, November, and December 1853.

DATE.	Night Mail Train appointed to start at		Day Mail Train appointed to start at 9.30 A. M.	
	Hour at which the Bags were Due.	Hour at which they Arrived.	Hour at which the Bags were Due.	Hour at which they Arrived.
1853:			A. M.	A. M.
October 1	- -	- -	9 18	9 20
2	- -	- -	9 18	Sunday.
3	- -	- -	9 18	9 18
4	- -	- -	9 18	9 20
5	- -	- -	9 18	9 18
6	- -	- -	9 18	9 20
7	- -	- -	9 18	9 18
8	- -	- -	9 18	9 22
9	- -	- -	9 18	Sunday.
10	- -	- -	9 18	9 18
11	- -	- -	9 18	9 18
12	- -	- -	9 18	9 18
13	- -	- -	9 18	9 18
14	- -	- -	9 18	9 18
15	- -	- -	9 18	9 21
16	No Night Mail		9 18	Sunday.
17	Train on this Line.		9 18	9 18
18	- -	- -	9 18	9 18
19	- -	- -	9 18	9 18
20	- -	- -	9 18	9 18
21	- -	- -	9 18	9 18
22	- -	- -	9 18	9 24
23	- -	- -	9 18	Sunday.
24	- -	- -	9 18	9 18
25	- -	- -	9 18	9 18
26	- -	- -	9 18	9 18
27	- -	- -	9 18	9 19
28	- -	- -	9 18	9 18
29	- -	- -	9 18	9 21
30	- -	- -	9 18	Sunday.
31	- -	- -	9 18	9 18

DATE.	Night Mail Train appointed to start at		Day Mail Train appointed to start at 9.30 A. M.	
	Hour at which the Bags were Due.	Hour at which they Arrived.	Hour at which the Bags were Due.	Hour at which they Arrived.
1853:			A. M.	A. M.
November 1	- -	- -	9 18	9 18
2	- -	- -	9 18	9 18
3	- -	- -	9 18	9 18
4	- -	- -	9 18	9 18
5	- -	- -	9 18	9 18
6	- -	- -	- -	Sunday.
7	- -	- -	9 18	9 18
8	- -	- -	9 18	9 18
9	- -	- -	9 18	9 18
10	- -	- -	9 18	9 18
11	- -	- -	9 18	9 18
12	- -	- -	9 18	9 22
13	- -	- -	- -	Sunday.
14	- -	- -	9 18	9 18
15	No Night Mail		9 18	9 20
16	Trains on this Line.		9 18	9 18
17	- -	- -	9 18	9 18
18	- -	- -	9 18	9 18
19	- -	- -	9 18	9 20
20	- -	- -	- -	Sunday.
21	- -	- -	9 18	9 18
22	- -	- -	9 18	9 18
23	- -	- -	9 18	9 18
24	- -	- -	9 18	9 18
25	- -	- -	9 18	9 18
26	- -	- -	9 18	9 20
27	- -	- -	- -	Sunday.
28	- -	- -	9 18	9 18
29	- -	- -	9 18	9 20
30	- -	- -	9 18	9 18

DATE.	Night Mail Train appointed to start at		Day Mail Train appointed to start at 9.30 A. M.	
	Hour at which the Bags were Due.	Hour at which they Arrived.	Hour at which the Bags were Due.	Hour at which they Arrived.
1853:			A. M.	A. M.
December 1	- -	- -	9 18	9 20
2	- -	- -	9 18	9 18
3	- -	- -	9 18	9 20
4	- -	- -	- -	Sunday.
5	- -	- -	9 18	9 18
6	- -	- -	9 18	9 20
7	- -	- -	9 18	9 18
8	- -	- -	9 18	9 20
9	- -	- -	9 18	9 18
10	- -	- -	9 18	9 20
11	- -	- -	- -	Sunday.
12	- -	- -	9 18	9 18
13	- -	- -	9 18	9 24
14	- -	- -	9 18	9 18
15	- -	- -	9 18	9 18
16	No Night Mail		9 18	9 18
17	Train on this Line.		9 18	9 28
18	- -	- -	- -	Sunday.
19	- -	- -	9 18	9 18
20	- -	- -	9 18	9 18
21	- -	- -	9 18	9 18
22	- -	- -	9 18	9 18
23	- -	- -	9 18	9 18
24	- -	- -	9 18	9 20
25	- -	- -	- -	Sunday.
26	- -	- -	9 18	9 18
27	- -	- -	9 18	9 18
28	- -	- -	9 18	9 18
29	- -	- -	9 18	9 24
30	- -	- -	9 18	9 18
31	- -	- -	9 18	9 21

EASTERN COUNTIES RAILWAY.—YARMOUTH LINE.

RETURN showing the Hour at which the MAIL BAGS were Due, and were Delivered at the Shoreditch Terminus, for transmission by Railway, during the Months of October, November, and December 1853.

DATE.	Night Mail Train appointed to start at 9 A. M.		Day Mail Train appointed to start at 11 30 P. M.	
	Hour at which the Bags were Due.	Hour at which they Arrived.	Hour at which they were Due.	Hour at which they Arrived.
1853:	A. M.	A. M.	P. M.	P. M.
October 1	8 20	8 24	11 20	11 20
2	8 20	8 20	11 20	Sunday.
3	8 20	8 32	11 20	11 20
4	8 20	8 25	11 20	11 20
5	8 20	8 25	11 20	11 20
6	8 20	8 20	11 20	11 20
7	8 20	8 25	11 20	11 20
8	8 20	8 20	11 20	11 20
9	8 20	8 20	11 20	Sunday.
10	8 20	8 28	11 20	11 20
11	8 20	8 30	11 20	11 20
12	8 20	8 20	11 20	11 20
13	8 20	8 20	11 20	11 20
14	8 20	8 20	11 20	11 20
15	8 20	8 23	11 20	11 20
16	8 20	8 20	11 20	Sunday.
17	8 20	8 20	11 20	11 20
18	8 20	8 22	11 20	11 20
19	8 20	8 20	11 20	11 20
20	8 20	8 20	11 20	11 20
21	8 20	8 23	11 20	11 20
22	8 20	8 22	11 20	11 20
23	8 20	8 20	11 20	Sunday.
24	8 20	8 24	11 20	11 20
25	8 20	8 23	11 20	11 20
26	8 20	8 20	11 20	11 20
27	8 20	8 20	11 20	11 20
28	8 20	8 40	11 20	11 20
29	8 20	8 25	11 20	11 20
30	8 20	8 20	11 20	Sunday.
31	8 20	8 30	11 20	11 20

DATE.	Night Mail Train appointed to start at 9 P. M.		Day Mail Train appointed to start at 11 30 P. M.	
	Hour at which the Bags were Due.	Hour at which they Arrived.	Hour at which the Bags were Due.	Hour at which they Arrived.
1853:	P. M.	P. M.	P. M.	P. M.
November 1	8 20	8 20	11 20	11 20
2	8 20	8 23	11 20	11 20
3	8 20	8 20	11 20	11 20
4	8 20	8 25	11 20	11 20
5	8 20	8 22	11 20	11 20
6	8 20	8 20	11 20	Sunday.
7	8 20	8 25	11 20	11 20
8	8 20	8 20	11 20	11 20
9	8 20	8 18	11 20	11 20
10	8 20	8 20	11 20	11 20
11	8 20	8 30	11 20	11 20
12	8 20	8 20	11 20	11 20
13	8 20	8 20	11 20	Sunday.
14	8 20	8 23	11 20	11 20
15	8 20	- -	11 20	11 20
16	8 20	8 20	11 20	11 20
17	8 20	8 20	11 20	11 20
18	8 20	8 28	11 20	11 20
19	8 20	8 20	11 20	11 20
20	8 20	8 20	11 20	Sunday.
21	8 20	6 32	11 20	11 20
22	8 20	8 20	11 20	11 20
23	8 20	8 25	11 20	11 20
24	8 20	8 20	11 20	11 20
25	8 20	8 25	11 20	11 20
26	8 20	8 25	11 20	11 20
27	8 20	8 17	11 20	Sunday.
28	8 20	8 25	11 20	11 20
29	8 20	8 20	11 20	11 20
30	8 20	8 20	11 20	11 20

DATE.	Night Mail Train appointed to start at 9 P. M.		Day Mail Train appointed to start at 11 30 P. M.	
	Hour at which the Bags were Due.	Hour at which they Arrived.	Hour at which the Bags were Due.	Hour at which they Arrived.
1853:	P. M.	P. M.	P. M.	P. M.
December 1	8 20	8 20	11 20	11 20
2	8 20	8 25	11 20	11 20
3	8 20	8 20	11 20	11 20
4	8 20	8 20	11 20	Sunday.
5	8 20	8 27	11 20	11 20
6	8 20	8 22	11 20	11 20
7	8 20	8 20	11 20	11 20
8	8 20	8 20	11 20	11 20
9	8 20	8 25	11 20	11 20
10	8 20	8 20	11 20	11 20
11	8 20	8 20	11 20	Sunday.
12	8 20	8 28	11 20	11 20
13	8 20	8 25	11 20	11 20
14	8 20	8 20	11 20	11 20
15	8 20	8 22	11 20	11 20
16	8 20	8 20	11 20	11 20
17	8 20	8 20	11 20	11 20
18	8 20	8 20	11 20	Sunday.
19	8 20	8 20	11 20	11 20
20	8 20	8 20	11 20	11 20
21	8 20	8 22	11 20	11 20
22	8 20	8 20	11 20	11 20
23	8 20	8 20	11 20	11 20
24	8 20	8 30	11 20	11 20
25	8 20	not timed.	11 20	Sunday.
26	8 20	8 30	11 20	11 20
27	8 20	8 20	11 20	11 20
28	8 20	8 20	11 20	11 20
29	8 20	8 20	11 20	11 20
30	8 20	8 27	11 20	11 20
31	8 20	8 20	11 20	11 20

RETURN showing the Hours at which the MAIL BAGS were Due and Arrived by Railway at the Shoreditch Terminus during the Months of October, November, and December 1853.

DATE.	Up Night Mail Train.		Up Day Mail Train.	
	Hour at which it was Due.	Hour at which it Arrived.	Hour at which it was Due.	Hour at which it Arrived.
1853:	A. M.	A. M.	P. M.	P. M.
October 1 -	4 15	4 30	12 40	1 0
2 -	4 15	4 30	12 40	Sunday.
3 -	4 15	4 20	12 40	12 55
4 -	4 15	4 15	12 40	12 45
5 -	4 15	4 30	12 40	1 30
6 -	4 15	4 45	12 40	1 27
7 -	4 15	4 35	12 40	12 40
8 -	4 15	4 40	12 40	1 28
9 -	4 15	4 30	12 40	Sunday.
10 -	4 15	4 25	12 40	1 5
11 -	4 15	5 0	12 40	12 46
12 -	4 15	4 35	12 40	12 55
13 -	4 15	5 0	12 40	12 58
14 -	4 15	5 5	12 40	1 35
15 -	4 15	5 5	12 40	1 18
16 -	4 15	4 35	12 40	Sunday.
17 -	4 15	8 20	12 40	2 0
18 -	4 15	4 40	12 40	12 47
19 -	4 15	5 5	12 40	1 40
20 -	4 15	4 40	12 40	12 48
21 -	4 15	4 35	12 40	12 50
22 -	4 15	6 50	12 40	1 27
23 -	4 15	4 35	12 40	Sunday.
24 -	4 15	4 35	12 40	12 45
25 -	4 15	4 55	12 40	1 15
26 -	4 15	4 55	12 40	12 40
27 -	4 15	4 30	12 40	12 49
28 -	4 15	4 10	12 40	1 35
29 -	4 15	4 50	12 40	12 44
30 -	4 15	5 35	12 40	Sunday.
31 -	4 15	5 0	12 40	1 28

DATE.	Up Night Mail Train.		Up Day Mail Train.	
	Hour at which it was Due.	Hour at which it Arrived.	Hour at which it was Due.	Hour at which it Arrived.
1853:	A. M.	A. M.	P. M.	P. M.
November 1	4 15	5 5	12 40	12 50
2	4 15	4 30	12 40	12 40
3	4 15	4 30	12 40	12 46
4	4 15	4 30	12 40	12 40
5	4 15	4 30	12 40	12 50
6	4 15	4 15	12 40	Sunday.
7	4 15	4 30	12 40	12 50
8	4 15	4 20	12 40	12 42
9	4 15	4 15	12 40	12 40
10	4 15	4 20	12 40	12 44
11	4 15	4 15	12 40	12 40
12	4 15	4 35	12 40	12 42
13	4 15	4 20	12 40	Sunday.
14	4 15	4 15	12 40	12 40
15	4 15	4 15	12 40	2 10
16	4 15	4 25	12 40	12 40
17	4 15	12 50 P.M.	12 40	12 44
18	4 15	4 44	12 40	12 40
19	4 15	4 40	12 40	1 16
20	4 15	4 15	12 40	Sunday.
21	4 15	4 15	12 40	12 40
22	4 15	4 20	12 40	12 45
23	4 15	4 30	12 40	12 40
24	4 15	6 0	12 40	1 4
25	4 15	4 30	12 40	12 40
26	4 15	4 20	12 40	12 47
27	4 15	4 15	12 40	Sunday.
28	4 15	4 15	12 40	1 30
29	4 15	4 15	12 40	1 9
30	4 15	4 40	12 40	12 40

DATE.	Up Night Mail Train.		Up Day Mail Train.	
	Hour at which it was Due.	Hour at which it Arrived.	Hour at which it was Due.	Hour it which it Arrived.
1853:	A. M.	A. M.	P. M.	P. M.
December 1	4 15	4 20	12 40	1 7
2	4 15	4 15	12 40	12 45
3	4 15	4 15	12 40	12 49
4	4 15	4 20	12 40	Sunday.
5	4 15	4 15	12 40	1 15
6	4 15	4 15	12 40	12 50
7	4 15	4 20	12 40	12 45
8	4 15	4 15	12 40	12 50
9	4 15	4 18	12 40	12 40
10	4 15	4 20	12 40	12 49
11	4 15	4 35	12 40	Sunday.
12	4 15	4 48	12 40	12 40
13	4 15	4 45	12 40	12 50
14	4 15	4 10	12 40	12 40
15	4 15	4 15	12 40	1 50
16	4 15	4 15	12 40	1 45
17	4 15	4 15	12 40	12 50
18	4 15	4 15	12 40	Sunday.
19	4 15	4 15	12 40	12 40
20	4 15	4 15	12 40	12 47
21	4 15	4 15	12 40	12 40
22	4 15	4 25	12 40	1 17
23	4 15	4 40	12 40	1 5
24	4 15	4 30	12 40	1 54
25	4 15	4 30	12 40	Sunday.
26	4 15	4 15	12 40	12 45
27	4 15	1 58 P.M.	12 40	1 55
28	4 15	4 20	12 40	1 42
29	4 15	4 25	12 40	1 30
30	4 15	4 55	12 40	12 55
31	4 15	7 25	12 40	1 47

EASTERN COUNTIES RAILWAY.—COLCHESTER LINE.

RETURN showing the Hours at which the MAIL BAGS were Due and were Delivered at the Shoreditch Terminus, for transmission by Railway, during the Months of October, November, and December 1853.

DATE.	Night Mail Train appointed to start at 8.30 P. M.		Day Mail Train appointed to start at 11 A. M.	
	Hour at which the Bags were Due.	Hour at which they Arrived.	Hour at which the Bags were Due.	Hour at which they Arrived.
1853:	P. M.	P. M.	A. M.	A. M.
October 1 -	8 20	8 24	10 50	10 45
2 -	8 20	8 20	10 50	Sunday.
3 -	8 20	8 25	10 50	10 50
4 -	8 20	8 26	10 50	10 45
5 -	8 20	8 25	10 50	10 50
6 -	8 20	8 20	10 50	10 45
7 -	8 20	8 25	10 50	10 50
8 -	8 20	8 20	10 50	10 45
9 -	8 20	8 20	10 50	Sunday.
10 -	8 20	8 25	10 50	10 50
11 -	8 20	8 25	10 50	10 45
12 -	8 20	8 20	10 50	10 50
13 -	8 20	8 20	10 50	10 45
14 -	8 20	8 20	10 50	10 50
15 -	8 20	8 23	10 50	10 45
16 -	8 20	8 20	10 50	Sunday.
17 -	8 20	8 23	10 50	10 50
18 -	8 20	8 20	10 50	10 45
19 -	8 20	8 20	10 50	10 50
20 -	8 20	8 20	10 50	10 45
21 -	8 20	8 20	10 50	10 50
22 -	8 20	8 20	10 50	10 45
23 -	8 20	8 20	10 50	Sunday.
24 -	8 20	8 25	10 50	10 50
25 -	8 20	8 20	10 50	10 45
26 -	8 20	8 20	10 50	10 50
27 -	8 20	8 20	10 50	10 50
28 -	8 20	8 38	10 50	10 50
29 -	8 20	8 20	10 50	10 45
30 -	8 20	8 20	10 50	Sunday.
31 -	8 20	8 20	10 50	10 50

DATE.	Night Mail Train appointed to start at 8.30 P. M.		Day Mail Train appointed to start at 11 A. M.	
	Hour at which the Bags were Due.	Hour at which they Arrived.	Hour at which the Bags were Due.	Hour at which they Arrived.
1853:	P. M.	P. M.	A. M.	A. M.
November 1	8 20	8 20	10 50	10 45
2	8 20	8 20	10 50	10 50
3	8 20	8 20	10 50	10 45
4	8 20	8 20	10 50	10 50
5	8 20	8 20	10 50	10 45
6	8 20	8 20	10 50	Sunday.
7	8 20	8 20	10 50	10 50
8	8 20	8 20	10 50	10 45
9	8 20	8 20	10 50	10 50
10	8 20	8 20	10 50	10 45
11	8 20	8 28	10 50	10 50
12	8 20	8 20	10 50	10 45
13	8 20	8 20	10 50	Sunday.
14	8 20	8 20	10 50	10 50
15	8 20	8 20	10 50	10 45
16	8 20	8 20	10 50	10 50
17	8 20	8 20	10 50	10 45
18	8 20	8 20	10 50	10 50
19	8 20	8 20	10 50	10 45
20	8 20	8 20	10 50	Sunday.
21	8 20	8 20	10 50	10 50
22	8 20	8 20	10 50	10 45
23	6 20	8 27	10 50	10 50
24	8 20	8 20	10 50	10 45
25	8 20	8 23	10 50	10 50
26	6 20	8 20	10 50	10 45
27	8 20	8 20	10 50	Sunday.
28	8 20	8 20	10 50	10 50
29	8 20	8 20	10 50	10 45
30	8 20	8 20	10 50	10 50

DATE.	Night Mail Train appointed to start at 8·30 P. M.		Day Mail Train appointed to start at 11 A. M.	
	Hour at which the Bags were Due.	Hour at which they Arrived.	Hour at which the Bags were Due.	Hour at which they Arrived.
1853:	P. M.	P. M.	A. M.	A. M.
December 1	8 20	8 20	10 50	10 45
2	8 20	8 20	10 50	10 50
3	8 20	8 20	10 50	10 30
4	8 20	8 20	10 50	Sunday.
5	8 20	8 26	10 50	10 50
6	8 20	8 20	10 50	10 45
7	8 20	8 20	10 50	10 50
8	8 20	8 20	10 50	10 30
9	8 20	8 20	10 50	10 50
10	8 20	8 20	10 50	10 45
11	8 20	8 20	10 50	Sunday.
12	8 20	8 25	10 50	10 50
13	8 20	8 20	10 50	10 55
14	8 20	8 20	10 50	10 50
15	8 20	8 21	10 50	10 45
16	8 20	8 25	10 50	10 50
17	8 20	8 20	10 50	10 45
18	8 20	8 20	10 50	Sunday.
19	8 20	8 30	10 50	10 50
20	8 20	8 20	10 50	10 45
21	8 20	8 20	10 50	10 50
22	8 20	8 20	10 50	10 45
23	8 20	8 30	10 50	10 50
24	8 20	8 20	10 50	10 45
25	8 20	8 20	10 50	Sunday.
26	8 20	8 30	10 50	10 50
27	8 20	8 20	10 50	10 45
28	8 20	8 20	10 50	10 50
29	8 20	8 20	10 50	10 45
30	6 20	8 20	10 50	10 50
31	8 20	8 31	10 50	10 45

RETURN, showing the Hours at which the MAIL BAGS were Due, and Arrived by Railway, at the Shoreditch Terminus, during the Months of October, November, and December 1853.

DATE.	Up Night Mail Train.		Up Day Mail Train.	
	Hour at which it was Due.	Hour at which it Arrived.	Hour at which it was Due.	Hour at which it Arrived.
1853:	A. M.	A. M.	P. M.	P. M.
October 1	4 30	4 40	12 50	1 6
2	4 30	4 30	12 50	Sunday.
3	4 30	4 42	12 50	1 22
4	4 30	4 30	12 50	12 55
5	4 30	7 43	12 50	12 50
6	4 30	4 45	12 50	1 0
7	4 30	4 42	12 50	12 55
8	4 30	4 45	12 50	1 0
9	4 30	4 30	12 50	Sunday.
10	4 30	4 45	12 50	1 9
11	4 30	4 30	12 50	12 50
12	4 30	4 30	12 50	1 10
13	4 30	4 30	12 50	1 4
14	4 30	4 45	12 50	1 0
15	4 30	4 30	12 50	1 27
16	4 30	4 30	12 50	Sunday.
17	4 30	4 30	12 50	2 25
18	4 30	4 40	12 50	1 18
19	4 30	4 30	12 50	1 10
20	4 30	4 43	12 50	12 59
21	4 30	4 45	12 50	1 5
22	4 30	4 50	12 50	1 27
23	4 30	4 30	12 50	Sunday.
24	4 30	4 40	12 50	1 3
25	4 30	4 30	12 50	12 55
26	4 30	4 55	12 50	1 10
27	4 30	4 30	12 50	1 28
28	4 30	4 30	12 50	12 55
29	4 30	5 0	12 50	12 50
30	4 30	4 30	12 50	Sunday.
31	4 30	5 5	12 50	12 50

DATE.	Up Night Mail Train.		Up Day Mail Train.	
	Hour at which it was Due.	Hour at which it Arrived.	Hour at which it was Due.	Hour at which it Arrived.
1853:	A. M.	A. M.	P. M.	P. M.
November 1	4 30	4 30	12 50	1 12
2	4 30	4 40	12 50	1 55
3	4 30	4 33	12 50	12 54
4	4 30	4 37	12 50	12 50
5	4 30	4 40	12 50	12 55
6	4 30	4 30	12 50	Sunday.
7	4 30	4 50	12 50	1 5
8	4 30	4 25	12 50	12 50
9	4 30	4 30	12 50	12 50
10	4 30	4 40	12 50	12 50
11	4 30	4 30	12 50	12 55
12	4 30	4 41	12 50	12 50
13	4 30	4 30	12 50	Sunday.
14	4 30	4 30	12 50	12 55
15	4 30	4 30	12 50	12 50
16	4 30	4 30	12 50	12 53
17	4 30	4 30	12 50	12 48
18	4 30	4 30	12 50	12 50
19	4 30	4 45	12 50	12 55
20	4 30	4 30	12 50	Sunday.
21	4 30	4 40	12 50	12 50
22	4 30	4 30	12 50	12 48
23	4 30	4 30	12 50	1 9
24	4 30	4 30	12 50	12 52
25	4 30	4 30	12 50	12 50
26	4 30	4 40	12 50	12 48
27	4 30	6 30	12 50	Sunday.
28	4 30	4 40	12 50	12 56
29	4 30	4 30	12 50	1 8
30	4 30	5 0	12 50	12 50

DATE.	Up Night Mail Train.		Up Day Mail Train.	
	Hour at which it was Due.	Hour at which it Arrived.	Hour at which it was Due.	Hour at which it Arrived.
1853:	A. M.	A. M.	P. M.	P. M.
December 1	4 30	4 35	12 50	12 55
2	4 30	4 40	12 50	12 59
3	4 30	4 35	12 50	12 58
4	4 30	4 30	12 50	Sunday.
5	4 30	4 35	12 50	12 59
6	4 30	4 30	12 50	1 0
7	4 30	4 30	12 50	12 59
8	4 30	4 30	12 50	1 0
9	4 30	4 30	12 50	12 59
10	4 30	4 30	12 50	1 0
11	4 30	4 30	12 50	Sunday.
12	4 30	4 30	12 50	12 54
13	4 30	4 45	12 50	12 54
14	4 30	4 30	12 50	12 57
15	4 30	4 30	12 50	1 30
16	4 30	5 24	12 50	1 18
17	4 30	5 0	12 50	1 15
18	4 30	4 30	12 50	Sunday.
19	4 30	4 30	12 50	2 5
20	4 30	4 30	12 50	12 52
21	4 30	4 35	12 50	1 5
22	4 30	4 45	12 50	12 54
23	4 30	4 35	12 50	1 12
24	4 30	4 42	12 50	2 2
25	4 30	4 30	12 50	Sunday.
26	4 30	4 42	12 50	1 5
27	4 30	4 20	12 50	1 45
28	4 30	4 58	12 50	1 15
29	4 30	4 45	12 50	1 10
30	4 30	4 30	12 50	1 32
31	4 30	5 25	12 50	1 20

SOUTH EASTERN RAILWAY.—FRENCH MAIL.

RETURN, showing the Hours at which the Mail Bags were Due, and Arrived by Railway, at the London Bridge Terminus, during the Months of October, November, and December 1853.

DATE.	FRENCH MAIL. Hour at which the Train was Due.	FRENCH MAIL. Hour at which the Train Arrived.
1853:		
October 1		*
2		*
3		8 3
4		8 5
5		*
6		8 13
7		8 0
8		8 12
9		*
10		8 27
11		8 20
12		8 5
13		*
14		*
15		8 3
16		*
17		8 5
18		8 15
19		8 10
20		8 20
21		8 1
22		8 20
23		*
24		8 2
25		8 7
26		8 7
27		8 5
28		8 25
29		8 5
30		*
31		8 10

DATE.	FRENCH MAIL. Hour at which the Train was Due.	FRENCH MAIL. Hour at which the Train Arrived.
1853:		
November 1		9 10
2		9 20
3		9 38
4		8 23
5		*
6		*
7		*
8		8 13
9		8 7
10		8 15
11		8 27
12		8 15
13		*
14		8 34
15		8 16
16		8 5
17		8 0
18		8 16
19		8 5
20		*
21		8 24
22		8 35
23		8 6
24		8 5
25		8 2
26		9 23
27		*
28		8 25
29		8 8
30		*

DATE.	FRENCH MAIL. Hour at which the Train was Due.	FRENCH MAIL. Hour at which the Train Arrived.
1853:		
December 1		*
2		8 0
3		8 3
4		*
5		8 27
6		8 12
7		8 48
8		8 5
9		*
10		*
11		*
12		9 6
13		8 30
14		8 5
15		8 5
16		*
17		8 6
18		*
19		8 10
20		*
21		9 2
22		8 40
23		8 50
24		*
25		*
26		9 18
27		*
28		8 5
29		8 10
30		8 2
31		*

On the Dates marked thus *, the French Mail did not come up by the regular Train, of which, therefore, the working has not been recorded.

RETURN, showing the Hours at which the MAIL BAGS were Due, and were Delivered, at the London Bridge Terminus, for Transmission by Railway, during the Months of October, November and December 1853.

DATE.	Night Mail Train, appointed to Start at 8.30 P. M.		Day Mail Train, appointed to Start at 10 A.M.	
	Hour at which the Bags were Due.	Hour at which they Arrived.	Hour at which the Bags were Due.	Hour at which they Arrived.
1853:				
October 1 -	8 20	8 21	9 55	9 52
2 -	8 20	8 15	Sunday -	Sunday.
3 -	8 20	8 20	9 55	9 45
4 -	8 20	8 22	9 55	9 47
5 -	8 20	8 20	9 55	9 45
6 -	8 20	8 17	9 55	9 50
7 -	8 20	8 20	9 55	9 45
8 -	8 20	8 20	9 55	9 47
9 -	8 20	8 12	Sunday -	Sunday.
10 -	8 20	8 20	9 55	9 47
11 -	8 20	8 15	9 55	9 45
12 -	8 20	8 16	9 55	9 44
13 -	8 20	8 14	9 55	9 45
14 -	8 20	8 28	9 55	9 45
15 -	8 20	8 20	9 55	9 56
16 -	8 20	8 15	Sunday -	Sunday.
17 -	8 20	8 20	9 55	9 47
18 -	8 20	8 17	9 55	9 50
19 -	8 20	8 20	9 55	9 40
20 -	8 20	8 16	9 55	9 46
21 -	8 20	8 20	9 55	9 45
22 -	8 20	8 17	9 55	9 50
23 -	8 20	8 15	Sunday -	Sunday.
24 -	8 20	8 22	9 55	9 48
25 -	8 20	8 18	9 55	9 45
26 -	8 20	8 17	9 55	9 46
27 -	8 20	8 20	9 55	9 44
28 -	8 20	8 30	9 55	9 46
29 -	8 20	8 19	9 55	9 50
30 -	8 20	8 15	Sunday -	Sunday.
31 -	8 20	8 20	9 55	9 45

DATE.	Night Mail Train, appointed to Start at 8.30 P.M.		Day Mail Train, appointed to Start at 10 A.M.	
	Hour at which the Bags were Due.	Hour at which they Arrived.	Hour at which the Bags were Due.	Hour at which they Arrived.
1853:				
November 1	8 20	8 18	9 55	9 45
2	8 20	8 20	9 55	9 50
3	8 20	8 15	9 55	9 52
4	8 20	8 20	9 55	9 40
5	8 20	8 18	9 55	9 45
6	8 20	8 12	Sunday -	Sunday.
7	8 20	8 25	9 55	9 46
8	8 20	8 25	9 55	9 50
9	8 20	8 15	9 55	9 46
10	8 20	8 17	9 55	9 40
11	8 20	8 20	2 55	9 45
12	8 20	8 20	9 55	9 45
13	8 20	8 15	Sunday -	Sunday.
14	8 20	8 20	9 55	9 50
15	8 20	8 15	9 55	9 50
16	8 20	8 16	9 55	9 40
17	8 20	8 15	9 55	9 46
18	8 20	8 15	9 55	9 45
19	8 20	8 17	9 55	9 47
20	8 20	8 15	Sunday -	Sunday.
21	8 20	8 15	9 55	9 50
22	8 20	8 15	9 55	9 45
23	8 20	8 25	9 55	9 46
24	8 20	8 15	9 55	9 43
25	8 20	8 15	9 55	9 50
26	8 20	8 20	9 55	9 45
27	8 20	8 20	Sunday -	Sunday.
28	8 20	8 18	9 55	9 45
29	8 20	8 20	9 55	9 45
30	8 20	8 20	9 55	9 43

DATE.	Night Mail Train, appointed to Start at 8.30 P.M.		Day Mail Train, appointed to Start at 10 A.M.	
	Hour at which the Bags were Due.	Hour at which they Arrived.	Hour at which the Bags were Due.	Hour at which they Arrived.
1853:				
December 1	8 20	8 20	9 55	9 50
2	8 20	8 19	9 55	9 40
3	8 20	8 20	9 55	9 46
4	8 20	8 14	Sunday -	Sunday.
5	8 20	8 20	9 55	9 52
6	8 20	8 17	9 55	9 48
7	8 20	8 17	9 55	9 45
8	8 20	8 16	9 55	9 45
9	8 20	8 20	9 55	9 46
10	8 20	8 16	9 55	9 48
11	8 20	8 17	Sunday -	Sunday.
12	8 20	8 20	9 55	9 54
13	8 20	8 20	9 55	9 50
14	8 20	8 18	9 55	9 45
15	8 20	8 15	9 55	9 45
16	8 20	8 25	9 55	9 52
17	8 20	8 22	9 55	9 57
18	8 20	8 15	Sunday -	Sunday.
19	8 20	8 30	9 55	9 50
20	8 20	8 18	9 55	9 45
21	8 20	8 20	9 55	9 45
22	8 20	8 17	9 55	9 54
23	8 20	8 29	9 55	9 48
24	8 20	8 24	9 55	9 50
25	8 20	8 15	Sunday -	Sunday.
26	8 20	8 20	9 55	10 3
27	8 20	8 15	9 55	9 46
28	8 20	8 20	9 55	9 40
29	8 20	8 16	9 55	9 48
30	8 20	8 15	9 55	9 50
31	8 20	8 32	9 55	9 46

SOUTH EASTERN RAILWAY.

RETURN, showing the Hours at which the MAIL BAGS were Due, and Arrived by Railway, at the London Bridge Terminus, during the Months of October, November and December 1853.

DATE.	Up Night Mail Train.		Up Day Mail Train.	
	Hour at which it was Due.	Hour at which it Arrived.	Hour at which it was Due.	Hour at which it Arrived.
1853:	A. M.	A. M.	P. M.	P. M.
October 1	4 30	4 54	1 15	1 7
2	4 30	4 46	1 15	Sunday.
3	4 30	4 48	1 15	1 14
4	4 30	4 50	1 15	1 16
5	4 30	4 44	1 15	1 15
6	4 30	4 55	1 15	1 15
7	4 30	4 52	1 15	1 13
8	4 30	4 50	1 15	1 10
9	4 30	4 50	1 15	Sunday.
10	4 30	4 58	1 15	1 10
11	4 30	5 0	1 15	1 16
12	4 30	4 54	1 15	1 46
13	4 30	4 57	1 15	1 13
14	4 30	5 5	1 15	1 15
15	4 30	4 50	1 15	1 15
16	4 30	4 50	1 15	Sunday.
17	4 30	5 13	1 15	1 30
18	4 30	4 54	1 15	1 21
19	4 30	4 53	1 15	1 20
20	4 30	4 54	1 15	1 15
21	4 30	4 50	1 15	1 14
22	4 30	4 45	1 15	1 15
23	4 30	4 50	1 15	Sunday.
24	4 30	4 50	1 15	1 15
25	4 30	4 53	1 15	1 8
26	4 30	4 50	1 15	1 15
27	4 30	5 0	1 15	1 10
28	4 30	4 54	1 15	1 10
29	4 30	4 50	1 15	1 15
30	4 30	4 50	1 15	Sunday.
31	4 30	4 51	1 15	1 15

DATE.	Up Night Mail Train.		Up Day Mail Train.	
	Hour at which it was Due.	Hour at which it Arrived.	Hour at which it was Due.	Hour at which it Arrived.
1853:	A. M.	A. M.	P. M.	P. M.
November 1	4 30	4 50	1 15	1 31
2	4 30	4 50	1 15	1 15
3	4 30	4 55	1 15	1 17
4	4 30	4 58	1 15	1 15
5	4 30	4 48	1 15	1 15
6	4 30	4 50	1 15	Sunday.
7	4 30	4 52	1 15	1 15
8	4 30	5 5	1 15	1 15
9	4 30	5 0	1 15	1 15
10	4 30	4 48	1 15	1 16
11	4 30	4 57	1 15	1 15
12	4 30	4 55	1 15	1 10
13	4 30	4 45	1 15	Sunday.
14	4 30	4 44	1 15	1 14
15	4 30	4 45	1 15	1 15
16	4 30	4 47	1 15	1 14
17	4 30	4 45	1 15	1 15
18	4 30	4 50	1 15	1 17
19	4 30	4 45	1 15	1 15
20	4 30	4 50	1 15	Sunday.
21	4 30	4 50	1 15	1 15
22	4 30	4 50	1 15	1 13
23	4 30	4 48	1 15	1 15
24	4 30	4 46	1 15	1 15
25	4 30	4 50	1 15	1 12
26	4 30	4 45	1 15	1 14
27	4 30	4 50	1 15	Sunday.
28	4 30	5 8	1 15	1 14
29	4 30	4 46	1 15	1 15
30	4 30	4 45	1 15	1 12

DATE.	Up Night Mail Train.		Up Day Mail Train.	
	Hour at which it was Due.	Hour at which it Arrived.	Hour at which it was Due.	Hour at which it Arrived.
1853:	A. M.	A. M.	P. M.	P. M.
December 1	4 30	4 50	1 15	1 13
2	4 30	4 47	1 15	1 11
3	4 30	4 50	1 15	1 15
4	4 30	4 48	1 15	Sunday.
5	4 30	4 55	1 15	1 15
6	4 30	4 52	1 15	1 12
7	4 30	4 50	1 15	1 15
8	4 30	4 43	1 15	1 10
9	4 30	4 55	1 15	1 15
10	4 30	4 45	1 15	1 12
11	4 30	4 46	1 15	Sunday.
12	4 30	4 46	1 15	1 15
13	4 30	5 0	1 15	1 33
14	4 30	4 45	1 15	1 11
15	4 30	4 50	1 15	1 20
16	4 30	6 23	1 15	1 20
17	4 30	5 25	1 15	1 17
18	4 30	4 45	1 15	Sunday.
19	4 30	4 45	1 15	1 15
20	4 30	5 3	1 15	1 11
21	4 30	4 50	1 15	1 15
22	4 30	5 4	1 15	1 13
23	4 30	4 45	1 15	1 28
24	4 30	4 56	1 15	1 14
25	4 30	4 45	1 15	Sunday.
26	4 30	4 50	1 15	1 10
27	4 30	5 45	1 15	1 15
28	4 30	4 55	1 15	1 15
29	4 30	4 56	1 15	1 14
30	4 30	5 5	1 15	1 13
31	4 30	4 50	1 15	1 12

General Post Office,
29 April 1854.

W. T. Wedderburn.

Rowland Hill, Secretary.

RETURN, No. 5.

Appendix, No. 1

RETURNS of the Course of Post between *London*, the *Potteries*, *Congleton*, *Leek*, and *Macclesfield*, specifying the mode of Conveyance, whether by Railway or Carts.

NIGHT MAIL.

NAME OF TOWN.	Time of Arrival of Night Mail from London.	Time of Despatch of Night Mail to London.	MODE OF CONVEYANCE.
*Newcastle-under-Lyne	3 0 a.m.	10 20 p.m.	By London and North-western Railway between London and Whitmore station, and thence by mail cart running through Newcastle to Stoke.
*Stoke-upon-Trent	3 20	10 0	
Hanley	5 20	8 30	By mail cart from Stoke.
Cobridge	5 30	8 20	Ditto.
Burslem	5 40	8 10	Ditto.
Longport	5 48	8 2	Ditto.
Tunstall	5 55	7 55	Ditto.
Golden Hill	6 10	7 40	Ditto.
Kidsgrove	6 25	7 25	Ditto.
Lawton	6 40	7 10	Ditto.
Fenton	5 10	8 50	Ditto.
Longton	5 30	8 30	Ditto.
Etruria	7 0	8 0	By foot messenger from Stoke.
Woolstanton	7 30	7 30	
*Leek	6 15	7 15	By mail cart from Newcastle.
*Congleton	4 20	9 0	By London and North-western Railway between London and Holmes Chapel Station, and thence by mail cart.
*Macclesfield	4 30	8 45	By London and North-western Railway between London and Chelford station, and thence by mail cart.

The night mail leaves Euston-square for all the above places at 9 p.m., and reaches Euston-square on the return at 4.30 a.m.

The places marked thus * are post towns, the remainder are sub-offices.

DAY MAIL.

NAME OF TOWN.	Time of Arrival of Day Mail from London.	Time of Despatch of Day Mail to London.	MODE OF CONVEYANCE.
Newcastle under-Lyne	2 41 p.m.	There is no return day mail to London from any of these towns. The return post is local.	By railway throughout.
Stoke-upon-Trent	2 35		
Hanley	3 25		By mail cart from Stoke.
Cobridge	3 35		Ditto.
Burslem	3 45		Ditto.
Longport	3 53		Ditto.
Tunstall	4 0		Ditto.
Golden Hill	4 15		Ditto.
Kidsgrove	4 30		Ditto.
Lawton	4 45		Ditto.
Fenton	3 15		Ditto.
Longton	3 35		Ditto.
Etruria	3 40		By foot messenger from Stoke.
Woolstanton	4 15		
Congleton	3 10		By railway throughout.
Leek	No day mail.		
Macclesfield	3 25 p.m.	8 15 a.m.	The down day mail travels throughout by railway. The up day mail is conveyed by omnibus to Chelford station, and thence by railway to London, reaching Euston-square at 4 p.m.

The day mail leaves Euston-square for all the above places at 9.15 a.m.

W. T. Wedderburn.

General Post Office,
29 April 1854.

Rowland Hill,
Secretary.

RETURN, No. 6.

RETURN of the Arrivals of all Mails in *York* during the Months of October, November, and December last.

DATE.	Arrival of Night Mail from London.	Arrival of Day Mail from London.	Arrival of Night Mail from Edinburgh.	Arrival of Day Mail from Edinburgh.	Arrival of Night Mail from Scarborough.
Proper Time -	4 35 a. m.	2 20 p. m.	8 19 p. m.	1 55 a. m.	7 0 p. m.
1853:					
October - 1	7 12 a.m.	2 28 p.m.	8 27 p.m.	2 0 a.m.	7 4 p.m.
2	5 0	Sunday -	8 20	1 55	7 5
3	4 51	2 51	8 37	1 36	7 7
4	4 59	2 26	8 41	2 3	*7 10 P. O.
5	4 55	2 30	8 26	2 10	7 15
6	5 4	2 25	8 22	1 58	7 20 P. O.
7	5 21	2 25	8 27	2 5	7 6
8	5 17	2 40	8 32	2 27	7 15 P. O.
9	4 58	Sunday -	8 40	1 55	7 15 P. O.
10	4 50	2 33	8 40	1 50	7 15 P. O.
11	5 22	2 28	8 30	1 55	7 4
12	5 16	2 25	9 5	2 5	7 35 P. O.
13	5 37	2 34	8 26	2 5	7 6
14	5 25	2 30	8 50	2 10	7 10 P. O.
15	5 9	2 27	8 40	2 20	7 7
16	4 59	Sunday -	8 25	1 55	6 58
17	4 55	2 35	8 38	1 50	6 56
18	5 28	2 22	8 35	3 29	not timed.
19	4 58	2 35	8 34	2 5	7 5
20	5 3	2 29	8 40	1 55	7 14
21	4 48	2 27	8 15	3 43	7 27
22	5 0	2 34	8 36	2 36	7 1
23	5 10	Sunday -	8 25	2 5	7 4
24	4 38	2 20	8 45	1 56	7 2
25	5 7	2 25	9 47	2 25	7 10 P. O.
26	4 58	2 20	8 42	2 2	7 9
27	5 6	2 22	10 13	2 28	7 15 P. O.
28	5 0	2 25	8 45	2 10	6 59
29	5 25	2 25	8 30	2 37	7 10 P. O.
30	4 50	Sunday -	8 25	2 4	7 20 P. O.
31	4 46	2 25	8 34	1 55	7 6

DATE.	Arrival of Night Mail from London.	Arrival of Day Mail from London.	Arrival of Night Mail from Edinburgh.	Arrival of Day Mail from Edinburgh.	Arrival of Night Mail from Scarborough.
Proper Time -	4 35 a. m.	2 20 p. m.	8 19 p. m.	1 55 a. m.	7 0 P. M.
1853:					
November 1	5 0 a.m.	2 25 p.m.	8 29 p.m.	2 0 a.m.	7 3 p.m.
2	not timed	2 25	8 33	1 57	7 15 P. O.
3	9 3	2 32	not timed	2 0	7 18
4	5 10	2 21	8 30	not timed	7 10 P. O.
5	5 17	2 25	8 46	3 27	7 5
6	5 5	Sunday -	8 30	1 56	7 10
7	4 50	2 27	8 30	not timed	7 20 P. O.
8	5 15	2 20	8 30	2 15	7 3
9	4 56	2 25	8 31	1 58	7 15 P. O.
10	5 12	2 30	8 44	2 17	7 3
11	5 9	2 25	8 36	1 55	7 10 P. O.
12	5 18	2 31	8 34	3 28	7 6
13	5 15	Sunday -	8 25	2 20	7 13
14	4 36	2 26	8 28	1 40	7 15 P. O.
15	5 30	2 29	8 24	2 5	6 59
16	5 15	2 38	8 35	2 17	7 15 P. O.
17	6 5	2 22	8 50	2 32	7 4
18	5 20	2 20	8 45	2 10	7 20 P. O.
19	5 20	2 28	10 14	2 20	7 6
20	4 55	Sunday -	8 25	1 56	7 15 P. O.
21	4 40	2 25	8 19	1 55	7 10 P. O.
22	5 50	2 35	8 44	2 47	7 18
23	6 13	2 35	8 45	3 3	7 15 P. O.
24	5 43	2 25	8 32	2 50	7 21
25	5 5	2 30	9 20	2 8	7 25 P. O.
26	5 36	2 27	8 32	2 13	7 14
27	5 23	Sunday -	8 28	1 55	7 14
28	4 40	2 30	8 45	1 50	7 15 P. O.
29	5 1	2 23	8 33	2 18	7 1
30	4 56	2 23	8 43	2 2	7 15 P. O.

DATE.	Arrival of Night Mail from London.	Arrival of Day Mail from London.	Arrival of Night Mail from Edinburgh.	Arrival of Day Mail from Edinburgh.	Arrival of Night Mail from Scarborough.
Proper Time -	4 35 a.m.	2 20 p. m.	8 19 p. m.	1 55 a. m.	7 0 p. m.
1853:					
December 1	5 18 a.m.	2 25 p.m.	8 49 p.m.	1 55 a.m.	7 11 p.m.
2	5 3	2 23	8 40	1 58	7 10 P. O.
3	5 34	2 38	8 48	2 50	7 9
4	5 30	Sunday -	8 22	2 0	7 7
5	4 50	2 35	8 32	1 57	7 10 P. O.
6	5 5	2 34	8 34	1 58	6 55
7	5 0	2 30	8 35	2 5	7 15 P. O.
8	5 13	2 35	8 40	1 55	7 7
9	5 0	2 34	8 40	2 0	7 10 P. O.
10	5 28	2 25	8 38	2 55	7 4
11	5 30	Sunday -	8 30	2 8	not timed.
12	4 47	2 27	8 30	1 50	7 10 P. O.
13	5 0	2 25	8 45	1 55	7 6
14	4 57	2 27	8 38	2 12	7 10 P. O.
15	5 22	2 40	8 42	2 20	6 59
16	5 9	2 35	8 32	1 58	7 10 P. O.
17	5 49	2 38	8 31	2 3	7 4
18	5 36	Sunday -	8 40	2 2	7 10
19	4 54	2 38	8 40	1 50	7 10 P. O.
20	5 53	2 27	8 35	1 55	6 56
21	5 25	2 57	8 40	2 15	7 10 P. O.
22	5 38	2 55	9 2	not timed	7 6
23	5 32	2 42	8 45	2 53	7 10 P. O.
24	6 5	2 44	8 52	2 25	7 3
25	5 55	Sunday -	8 39	1 58	6 58
26	4 40	2 43	8 31	1 50	7 15 P. O.
27	5 9	2 42	8 44	2 2	7 16
28	6 0	2 50	8 53	2 10	7 7
29	5 49	2 30	8 40	1 59	7 4
30	9 12	2 42	8 36	1 55	7 15 P. O.
31	5 27	2 40	8 40	1 55	7 5

* On the Dates on which the Figures are marked (P. O.) the arrival stated is at the Post Office, York; the arrival at the Station on those days not being known.

W. T. Wedderburn.

General Post Office, 29 April 1854.

Rowland Hill, Secretary.

RETURN LIST of POST-OFFICE WARRANTS under which Services are now performed by the various Railway Companies.

ABSTRACT of LEGAL NOTICES (now in force) from the POSTMASTER-GENERAL to Railway Companies in *Great Britain* and *Ireland*.

TITLE OF RAILWAY COMPANY.	Date of Notice.	Date from and after which Notice took effect.	Terminal Points between which Trains are required to run.	Time of Despatch of Train from each Terminal Point.	OBSERVATIONS.
Aberdeen	31 July - 1851	31 August - 1851	Aberdeen to Arbroath	To leave Aberdeen at - - 2 33 p.m.	
	19 January - 1853	1 March - 1853	Arbroath to Aberdeen	„ Arbroath at - - 2 27 a.m.	
	30 June - 1853	31 July - 1853	Forfar to Aberdeen	„ Forfar at - - 2 16 p.m.	
			Aberdeen to Forfar	„ Aberdeen at - - 8 53 a.m.	
Belfast and Ballymena	4 December - 1851	8 January - 1852	Belfast to Ballymena	„ Belfast at - - 6 0 a.m.	
			Ballymena to Belfast	„ Ballymena at - - 5 15 p.m.	
Birkenhead, Lancashire and Cheshire Junction.	12 May - 1849	18 June - 1849	Birkenhead to Chester	„ Birkenhead at - - 9 15 p.m.	
			Chester to Birkenhead	„ Chester at - - 4 50 a.m.	
Bristol and Exeter	30 November 1849	5 January - 1850	Bristol to Exeter	„ Bristol at - - 1 25 a.m.	
			Exeter to Bristol	„ Exeter at - - 9 0 p.m.	
			Bristol to Exeter	„ Bristol at - - 7 50 a.m.	
			Exeter to Bristol	„ Exeter at - - 2 40 p.m.	
Caledonian	18 February - 1845	24 March - 1854	Carlisle to Greenhill Junction	„ Carlisle at - - 7 27 a.m.	
			Greenhill Junction to Carlisle	„ Greenhill Junction - 1 57 p.m.	
			Carstairs Junction to Edinburgh	„ Carstairs Junction - 9 58 a.m.	
			Edinburgh to Carstairs Junction	„ Edinburgh at - - 2 36 p.m.	
			Motherwell to Glasgow	„ Motherwell at - - 10 35 a.m.	
			Glasgow to Coatbridge	„ Glasgow at - - 2 10 p.m.	
			Carlisle to Greenhill Junction	„ Carlisle at - - 7 0 p.m.	
			Greenhill Junction to Carlisle	„ Greenhill Junction at 8 9 p.m.	
			Carstairs Junction to Edinburgh	„ Carstairs Junction at 9 25 p.m.	
			Edinburgh to Carstairs Junction	„ Edinburgh at - - 8 25 p.m.	
			Coatbridge to Glasgow	„ Coatbridge at - - 10 10 p.m.	
			Glasgow to Motherwell	„ Glasgow at - - 8 23 p.m.	
			Greenock to Paisley	„ Greenock at - - 9 15 a.m.	
			Paisley to Greenock	„ Paisley at - - 11 30 a.m.	
			Greenock to Paisley	„ Greenock at - - 12 30 p.m.	
			Paisley to Greenock	„ Paisley at - - 3 18 p.m.	
			Greenock to Paisley	„ Greenock at - - 3 30 p.m.	
			Paisley to Greenock	„ Paisley at - - 6 18 p.m.	
			Greenock to Paisley	„ Greenock at - - 7 15 p.m.	
			Paisley to Greenock	„ Paisley at - - 7 17 p.m.	
			Greenock to Paisley	„ Greenock at - - 5 30 a.m.	
Caledonian and Glasgow and South Western.	18 February - 1854	24 March - 1854	Glasgow to Paisley	„ Glasgow at - - 7 0 p.m.	
			Paisley to Glasgow	„ Paisley at - - 6 8 a.m.	
			Paisley to Glasgow	„ Paisley at - - 9 48 a.m.	

(continued)

ABSTRACT of Legal Notices (now in force) from the Postmaster-General to Railway Companies in *Great Britain* and *Ireland*—continued.

TITLE OF RAILWAY COMPANY.	Date of Notice.	Date from and after which Notice took effect.	Terminal Points between which Trains are required to run.	Time of Despatch of Train from each Terminal Point.	OBSERVATIONS.
Caledonian and Glasgow and South Western—*continued.*	18 February - 1854	24 March - 1854	Glasgow to Paisley - - -	To leave Glasgow at - - 11 15 a.m.	
			Paisley to Glasgow - - -	,, Paisley at - - 7 55 p.m.	
			Glasgow to Paisley - - -	,, Glasgow at - - 3 0 p.m.	
			Paisley to Glasgow - - -	,, Paisley at - - 4 12 p.m.	
			Glasgow to Paisley - - -	,, Glasgow at - - 4 30 p.m.	
			Paisley to Glasgow - - -	,, Paisley at - - 6 40 p.m.	
			Glasgow to Paisley - - -	,, Glasgow at - - 6 0 p.m.	
			Paisley to Glasgow - - -	,, Paisley at - - - 1 12 p.m.	
Chester and Holyhead - -	30 June - - 1853	31 July - - 1853	Chester to Holyhead - -	,, Chester at - - - 3 0 a.m.	
			Holyhead to Chester - -	,, Holyhead at - - 7 20 p.m.	
	15 March - 1854	29 April - - 1854	Chester to Holyhead - -	,, Chester at - - - 10 25 p.m.	*N.B.*—This notice comes into operation on the 30th of April 1854.
			Holyhead to Chester - -	,, Holyhead at - - 2 0 a.m.	
Dublin and Belfast Junction -	30 July - - 1853	2 September - 1853	Drogheda to Dundalk - -	,, Drogheda at - - 8 30 p.m.	
			Dundalk to Drogheda - -	,, Dundalk at - - 3 0 a.m.	
	15 March - 1854	30 April - - 1854	Drogheda to Portadown - -	,, Drogheda at - - 10 0 a.m.	*N.B.*—This notice comes into operation on the 1st of May 1854.
			Portadown to Drogheda - .	,, Portadown at - - 1 0 p.m.	
Dublin and Drogheda - -	10 July - - 1848	13 August - 1848	Dublin to Drogheda - - -	,, Dublin at - - 7 15 p.m.	
			Drogheda to Dublin - - -	,, Drogheda at - - 4 5 a.m.	
	15 March - 1854	30 April - - 1854	Dublin to Drogheda - - -	,, Dublin at - - - 8 30 a.m.	*N.B.*—This notice comes into operation on the 1st of May 1854.
			Drogheda to Dublin - - -	,, Drogheda at - - 3 34 p.m.	
Dundalk and Enniskillen - -	30 July - - 1853	2 September - 1853	Dundalk to Castleblaney - -	,, Dundalk at - - 9 35 p.m.	
			Castleblaney to Dundalk - -	,, Castleblaney at - 2 10 a.m.	
Dundee and Arbroath - -	31 July - - 1851	31 August - 1851	Arbroath to Dundee - - -	,, Arbroath at - - 4 41 p.m.	
	19 January - 1853	1 March - 1853	Dundee to Arbroath - - -	,, Dundee at - - - 1 40 a.m.	
Dundee, Perth, and Aberdeen Railways Junction.	31 July - - 1851	31 August - 1851	Dundee to Perth - - -	,, Dundee at - - 5 33 p.m.	
	19 January - 1853	1 March - 1853	Perth to Dundee - - -	,, Perth at - - - 12 40 a.m.	
	30 June - - 1853	31 July - - 1853	Perth to Dundee - - -	,, Perth at - - - 1 0 p.m.	
			Dundee to Perth - - -	,, Dundee at - - - 11 6 a.m.	
Eastern Counties - - -	31 May - - 1849	30 June - - 1849	Shoreditch to Colchester - -	,, Shoreditch at - - 8 30 p.m.	
			Colchester to Shoreditch - -	,, Colchester at - - 2 11 a.m.	
			Ely to Peterborough - -	,, Ely at - - - 12 18 a.m.	
			Peterborough to Ely - -	,, Peterborough at - - 10 58 p.m.	
			Shoreditch to Brandon - -	,, Shoreditch at - - 11 30 a.m.	
			Brandon to Shoreditch - -	,, Brandon at - - 9 15 a.m.	
	20 December - 1853	23 January - 1854	Shoreditch to Brandon - -	,, Shoreditch at - - 9 0 p.m.	
			Brandon to Shoreditch - -	,, Brandon at - - 11 19 p.m.	

Eastern Counties, as Lessees of the Norfolk.	2 June - - 1849	30 June - - 1849	Brandon to Yarmouth - -	To leave Brandon at - - 3 0 p. m.		
			Yarmouth to Brandon - -	„ Yarmouth at - - 6 40 a. m.		
	20 December - 1853	23 January - 1854	Brandon to Yarmouth - -	„ Brandon at - - 1 0 a. m.		
			Yarmouth to Brandon - -	„ Yarmouth at - - 8 40 p. m.		
Eastern Union - - - -	25 July - - 1846	27 August - 1846	Colchester to Ipswich - -	„ Colchester at - - 10 49 p. m.		
			Ipswich to Colchester - -	„ Ipswich at - - 1 11 a. m.		
Edinburgh and Glasgow - -	5 April - - 1854	10 May - - 1854	Edinburgh to Glasgow - -	„ Edinburgh at - - 6 45. a. m.	*N.B.*—This notice comes into operation on the 11th May 1854.	
			Glasgow to Edinburgh - -	„ Glasgow at - - 7 0. a. m.		
			Edinburgh to Glasgow - -	„ Edinburgh at - - 1 0. p. m.		
			Glasgow to Edinburgh - -	„ Glasgow at - - 1 15. p. m.		
			Edinburgh to Glasgow - -	„ Edinburgh at - - 4 0. p. m.		
			Glasgow to Edinburgh - -	„ Glasgow at - - 4 15. p. m.		
			Edinburgh to Glasgow - -	„ Edinburgh at - - 8 30. p. m.		
			Glasgow to Edinburgh - -	„ Glasgow at - - 9 0. p. m.		
			Edinburgh to Scottish Central Junction.	„ Edinburgh at - - 10 15. a. m.		
			Glasgow to Scottish Central Junction.	„ Glasgow at - - 10 30. a. m.		
			Edinburgh to Glasgow - -	„ Edinburgh at - - 9 40. a. m.		
			Glasgow to Edinburgh - -	„ Glasgow at - - 10 0. a. m.		
Glasgow and South Western -	28 October - 1851	30 November - 1851	Dumfries to Ayr - - -	„ Dumfries at - - 9 40. a. m.		
			Ayr to Gretna - - - -	„ Ayr at - - - 5 0. p. m.		
	19 July - - 1853	22 August - 1853	Paisley to Ayr - - - -	„ Paisley at - - 4 45. p. m.		
			Ayr to Paisley - - - -	„ Ayr at - - - 5 0. p. m.		
	4 January - 1854	10 February - 1854	Gretna to Dumfries - - -	„ Gretna at - - 8 10. a. m.		
			Dumfries to Gretna - - -	„ Dumfries at - - 4 0. p. m.		
Great Northern - - - -	31 May - - 1849	30 June - - 1849	Peterborough to Great Grimsby	„ Peterborough at - 1 43. a. m.		
			Great Grimsby to Peterborough	„ Great Grimsby at - 8 15. p. m.		
Great Southern and Western -	22 November - 1850	31 December - 1850	Dublin to Cork - - -	„ Dublin at - - 10 0. a. m.		
			Cork to Dublin - - -	„ Cork at - - - 9 15. a. m.		
			Kildare to Carlow - - -	„ Kildare at - - 11 20. a. m.		
			Carlow to Kildare - - -	„ Carlow at - - 1 49. p. m.		
	12 February - 1851	25 May - - 1851	Dublin to Cork - - -	„ Dublin at - - 7 30. p. m.		
			Cork to Dublin - - -	„ Cork at - - - 9 45. p. m.		
Great Western - - - -	30 November - 1849	5 January - 1850	Paddington to Bristol - -	„ Paddington at - 8 55. p. m.		
			Bristol to Paddington - -	„ Bristol at - - 11 50. p. m.		
			Paddington to Bristol - -	„ Paddington at - 10 15. a. m.		
			Bristol to Paddington - -	„ Bristol at - - 8 35. a. m.		
			Swindon to Gloucester - -	„ Swindon at - - 11 52. p. m.		
			Gloucester to Swindon - -	„ Gloucester at - - 11 40. p. m.		
			Didcot to Oxford - - -	„ Didcot at - - 12 14. p. m.		
			Oxford to Didcot - - -	„ Oxford at - - 10 45. a. m.		
			Swindon to Cheltenham - -	„ Swindon at - - 1 17. p. m.		
			Cheltenham to Swindon - -	„ Cheltenham at - 8 20. a. m.		

(*continued*)

ABSTRACT of Legal Notices (now in force) from the Postmaster-General to Railway Companies in *Great Britain* and *Ireland*—continued.

TITLE OF RAILWAY COMPANY.	Date of Notice.	Date from and after which Notice took effect.	Terminal Points between which Trains are required to run.	Time of Despatch of Train from each Terminal Point.	OBSERVATIONS.
Great Western, as Lessees of The Gloucester and Dean Forest Railway.	6 December - 1852	10 January - 1853	Gloucester to Grange Court -	To leave Gloucester at - - 1 35 a.m.	
			Grange Court to Gloucester -	„ Grange Court at - 10 37 p.m.	
	1 July - - 1853	5 August - 1853	Gloucester to Grange Court -	„ Gloucester at - - 6 45 a.m.	
			Grange Court to Gloucester -	To arrive at Gloucester at - 5 16 p.m.	
Irish South-Eastern - - -	29 November - 1851	5 January - 1852	Carlow to Kilkenny - - -	To leave Carlow at - - 12 21 p.m.	
			Kilkenny to Carlow - - -	„ Kilkenny at - - 1 0 p.m.	
Lancaster and Carlisle - -	31 July - - 1851	1 September - 1851	Carlisle to Lancaster - -	„ Carlisle at - - 12 16 a.m.	
	7 April - - 1853	10 May - - 1853	Lancaster to Carlisle - -	„ Lancaster at - - 4 22 p.m.	
	30 June - - 1853	31 July - - 1853	Lancaster to Carlisle - -	„ Lancaster at - - 4 56 a.m.	
			Carlisle to Lancaster - -	„ Carlisle at - - 6 1 p.m.	
Lancashire and Yorkshire - -	10 May - - 1851	16 June - - 1851	Manchester to Leeds - -	„ Manchester at - - 10 15 a.m.	
			Leeds to Manchester - -	„ Leeds at - - - 11 30 a.m.	
			Mirfield to Normanton - -	„ Mirfield at - - 12 0 noon.	
			Normanton to Mirfield - -	„ Normanton at - - 11 20 a.m.	
			Normanton to Manchester -	„ Normanton at - - 2 30 a.m.	
	29 April - - 1853	31 May - - 1853	Manchester to Normanton -	„ Manchester at - - 10 0 p.m.	
			Leeds to Mirfield - - -	„ Leeds at - - - 9 30 p.m.	
			Normanton to Manchester -	„ Normanton at - - 9 30 p.m.	
Lancashire and Yorkshire and London and North-Western, as Lessees of The North Union.	30 June - - 1853	31 July - - 1853	Newton to Preston - - -	„ Newton at - - 3 25 a.m.	
			Preston to Newton - - -	„ Preston at - - 8 58 p.m.	
	30 July - - 1853	2 September - 1853	Newton to Preston - - -	To leave Newton and arrive at Wigan at - - - - 3 15 p.m.	
			Preston to Newton - - -	To leave Preston at - - 3 44 a.m.	
London, Brighton, and South Coast.	16 May - - 1843	18 June - - 1843	London to Brighton - - -	„ London at - - 10 30 a.m.	
			Brighton to Redhill (Reigate) -	„ Brighton at - - 11 30 a.m.	
London and North-Western -	5 December - 1851	6 January - 1852	Newton to Euston-square -	„ Newton at - - 4 34 a.m.	
			Newton to Crewe - - -	„ Newton at - - 4 34 a.m.	
			Newton to Manchester - -	„ Newton at - - 4 34 a.m.	
			Manchester to Newton - -	„ Manchester at - - 2 37 a.m.	
			Newton to Liverpool - -	„ Newton at - - 4 34 a.m.	
			Liverpool to Warrington - -	„ Liverpool at - - 4 15 a.m.	
			Chester to Crewe - - -	„ Chester at - - 4 45 a.m.	
			Manchester to Crewe - -	„ Manchester at - - 4 24 a.m.	
			Crewe to Manchester - -	„ Crewe at - - - 12 35 p.m.	

					Manchester to Crewe	„	Manchester at	11	35 a. m.
					Manchester to Stockport	„	Manchester at	4	24 a. m.
					Birmingham to Liverpool	„	Birmingham at	10	0 a. m.
					Liverpool to Birmingham	„	Liverpool at	11	15 a. m.
					Peterborough to Blisworth	„	Peterborough at	6	30 a. m.
					Birmingham to Rugby	„	Birmingham at	7	30 a. m.
					Stafford to Birmingham	„	Stafford at	6	40 a. m.
	19 January	1853	28 February	1853	Crewe to Chester	„	Crewe at	1	50 p. m.
					Blisworth to Peterborough	„	Blisworth at	10	53 a. m.
					Rugby to Birmingham	„	Rugby at	11	30 a. m.
					Birmingham to Stafford	„	Birmingham at	12	0 noon
	7 April	1853	10 May	1853	Euston-square to Newton	„	Euston-square at	9	15 a. m.
					Warrington to Liverpool	„	Warrington at	2	50 p. m.
					Crewe to Manchester	„	Crewe at	2	0 p. m.
	30 June	1853	31 July	1853	Warrington to Liverpool	„	Warrington at	3	9 a. m.
					Liverpool to Warrington	„	Liverpool at	9	26 p. m.
					Crewe to Chester	„	Crewe at	2	22 a. m.
					Chester to Crewe	„	Chester at	10	10 p. m.
					Crewe to Manchester	„	Crewe at	2	37 a. m.
					Manchester to Crewe	„	Manchester	9	50 p. m.
	15 February	1854	17 March	1854	Euston-square to Newton	„	Euston-square at	9	0 p. m.
					Newton to Euston-square	„	Newton at	9	55 p. m.
33									
London and North Western and Lancashire and Yorkshire Railway Companies, Lessees of The North Union.	30 June	1853	31 July	1853	Newton to Preston	„	Newton at	3	25 a. m.
					Preston to Newton	„	Preston at	8	58 p. m.
	30 July	1853	2 September	1853	Newton to Preston	„	Newton and Arrive at Wigan at	3	15 p. m.
					Preston to Newton	To leave Preston at		3	44 a. m.
London and North Western Railway Company and Shropshire Union Railways and Canal Company.	30 June	1853	31 July	1853	Stafford to Shrewsbury	„	Stafford at	1	27 a. m.
					Shrewsbury to Stafford	„	Shrewsbury at	10	43 p. m.
London and South Western	25 January	1849	28 February	1849	Waterloo-road to Southampton	„	Waterloo-road at	8	30 p. m.
					Southampton to Waterloo-road	„	Southampton at	1	25 a. m.
					Bishopstoke to Portsmouth	„	Bishopstoke at	11	42 p. m.
					Portsmouth to Bishopstoke	„	Portsmouth at	12	34 a. m.
					Waterloo-road to Southampton	„	Waterloo-road at	10	30 a. m.
					Southampton to Waterloo-road	„	Southampton at	9	20 a. m.
					Bishopstoke to Portsmouth	„	Bishopstoke at	1	20 p. m.
					Portsmouth to Bishopstoke	„	Portsmouth at	8	20 a. m.
					Fareham to Gosport	„	Fareham at	1	55 p. m.
					Gosport to Fareham	„	Gosport at	8	35 a. m.
	19 March	1850	19 April	1850	Southampton to Dorchester	„	Southampton at	12	0 midnight
					Dorchester to Southampton	„	Dorchester at	10	15 p. m.

(continued)

ABSTRACT of Legal Notices (now in force) from the Postmaster-General to Railway Companies in *Great Britain* and *Ireland*—continued.

TITLE OF RAILWAY COMPANY.	Date of Notice.	Date from and after which Notice took effect.	Terminal Points between which Trains are required to run.	Time of Despatch of Train from each Terminal Point.	OBSERVATIONS.
Londonderry and Enniskillen -	30 July - - 1853	2 September - 1853	Omagh to Londonderry - -	To leave Omagh at - - 4 15 a.m.	
			Londonderry to Omagh - -	,, Londonderry at - 6 40 p.m.	
Manchester, Sheffield and Lincolnshire.	31 May - - 1849	30 June - - 1849	Great Grimsby to New Holland -	,, Great Grimsby at - 4 20 a.m.	
			New Holland to Great Grimsby -	,, New Holland at - 7 43 p.m.	
Maryport and Carlisle - -	27 September - 1853	4 November - 1853	Carlisle to Maryport - - -	,, Carlisle at - - 7 0 p.m.	
			Maryport to Carlisle - - -	,, Maryport at - - 7 35 p.m.	
			Carlisle to Maryport - - -	,, Carlisle at - - 8 0 a.m.	
			Maryport to Carlisle - - -	,, Maryport at - - 4 30 p.m.	
			Carlisle to Maryport - - -	,, Carlisle at - - 8 30 a.m.	
			Maryport to Carlisle - - -	,, Maryport at - - 6 40 p.m.	
			Maryport to Carlisle - - -	,, Maryport at - - 9 20 a.m.	
Midland - - - - - -	29 June - - 1853	31 July - - 1853	Leeds to Rugby - - -	,, Leeds at - - - 2 35 a.m.	
			Leeds to Rugby - - -	,, Leeds at - - - 2 35 a.m.	
			Rugby to Derby - - -	,, Rugby at - - - 12 5 a.m.	
			Derby to Rugby - - -	,, Derby at - - - 11 30 p.m.	
			Normanton to Leeds - - -	,, Normanton at - - 3 45 a.m.	
			Leeds to Normanton - - -	,, Leeds at - - - 8 44 p.m.	
			Bristol to Gloucester - -	,, Bristol at - - - 7 5 p.m.	
			Gloucester to Bristol - -	,, Gloucester at - - 4 30 a.m.	
			Gloucester to Tamworth - -	,, Gloucester at - - 9 0 p.m.	
			Tamworth to Gloucester - -	,, Tamworth at - - 1 5 a.m.	
			Tamworth to Normanton - -	,, Tamworth at - - 1 5 a.m.	
			Normanton to Tamworth - -	,, Normanton at - - 9 24 p.m.	
			Derby to Lincoln - - -	,, Derby at - - 2 20 a.m.	
			Lincoln to Derby - - -	,, Lincoln at - - 8 30 p.m.	
			Leeds to Skipton - - -	,, Leeds at - - - 6 0 a.m.	
			Skipton to Leeds - - -	,, Skipton at - - 6 40 p.m.	
	22 July - - 1853	26 August - 1853	Rugby to Leeds - - -	,, Rugby at - - 11 45 a.m.	
Midland Great Western Railway Company of Ireland.	1 August - 1851	31 August - 1851	Dublin to Galway - - -	,, Dublin at - - 7 15 p.m.	
			Galway to Dublin - - -	,, Galway at - - 12 30 a.m.	
Newcastle-upon-Tyne and Carlisle	31 May - - 1848	5 July - - 1848	Carlisle to Gateshead - -	,, Carlisle at - - 11 45 a.m.	
			Gateshead to Carlisle - -	,, Gateshead at - - 10 50 a.m.	
			Carlisle to Newcastle - -	,, Carlisle at - - 9 20 a.m.	
			Newcastle to Carlisle - -	,, Newcastle at - - 5 0 p.m.	

c. 39. North British	29 April - 1853	31 May - 1853	Berwick to Edinburgh	„	Berwick at - - 10 5 a.m.	
			Edinburgh to Berwick	„	Edinburgh at - - 12 39 p.m.	
	31 May - 1853	30 June - 1853	Edinburgh to Berwick	„	Edinburgh at - - 5 55 p.m.	
Scottish Central	31 July - 1851	31 August - 1853	Perth to Castlecary Junction	„	Perth at - - - 6 35 p.m.	
	19 January - 1853	28 February - 1853	Greenhill Junction to Perth	„	Greenhill Junction at 10 30 p.m.	
	30 June - 1853	31 July - 1853	Greenhill Junction to Perth	„	Greenhill Junction at 11 11 a.m.	
			Perth to Greenhill Junction	„	Perth at - - 12 16 p.m.	
Scottish Midland Junction	30 June - 1853	31 July - 1853	Perth to Forfar	„	Perth at - - - 1 0 p.m.	
			Forfar to Perth	„	Forfar at - - - 10 50 a.m.	
Shropshire Union Railways and Canal Company, and London and North Western Railway Company.	30 June - 1853	31 July - 1853	Stafford to Shrewsbury	„	Stafford at - - 1 27 a.m.	
			Shrewsbury to Stafford	„	Shrewsbury at - - 10 43 p.m.	
South Devon	6 June - 1850	8 July - 1850	Exeter to Plymouth	„	Exeter at - - - 4 10 a.m.	
			Plymouth to Exeter	„	Plymouth at - - 6 25 p.m.	
			Exeter to Plymouth	„	Exeter at - - - 10 50 a.m.	
			Plymouth to Exeter	„	Plymouth at - - 12 0 noon.	
c. 3 & 4 South Eastern	27 December - 1844	26 January - 1845	Reigate to Dover	„	Reigate at - - 12 23 p.m.	
			Dover to Reigate	„	Dover at - - - 9 30 a.m.	
	12 January - 1848	13 February - 1848	London to Dover	„	London at - - 8 30 p.m.	
			Dover to London	„	Dover at - - - 2 0 a.m.	
	28 April - 1851	31 May - 1851	Dover to London	„	Dover at - - - 5 20 a.m.	
South Wales	6 December - 1852	10 January - 1853	Grange Court to Carmarthen	„	Grange Court at - 1 58 a.m.	
			Carmarthen to Grange Court	„	Carmarthen at - - 5 45 p.m.	
	1 July - 1853	5 August - 1853	Grange Court to Carmarthen	„	Grange Court at - 6 59 a.m.	
			Carmarthen to Grange Court	„	Carmarthen at - - 10 20 a.m.	
	11 April - 1854	20 May - 1854	Carmarthen to Haverfordwest	„	Carmarthen at - - 7 5 a.m.	*N.B.* This notice comes into operation on the 21st of May 1854.
			Haverfordwest to Carmarthen	„	Haverfordwest at - 4 25 p.m.	
Ulster	15 March - 1854	30 April - 1854	Portadown to Belfast	„	Portadown at - - 12 30 p.m.	*N.B.* This notice comes into operation on the 1st of May 1854.
			Belfast to Portadown	„	Belfast at - - - 11 45 a.m.	
Waterford and Kilkenny	9 June - 1853	13 July - 1853	Kilkenny to Dunkitt	„	Kilkenny at - - 1 20 p.m.	
			Dunkitt to Kilkenny	„	Dunkitt at - - 11 45 a.m.	
Waterford and Limerick	22 November - 1850	31 December - 1850	Limerick to Limerick Junction	„	Limerick at - - 10 40 a.m.	
			Limerick Junction to Limerick	„	Limerick Junction at 2 42 p.m.	

(*continued*)

ABSTRACT of Legal Notices (now in force) from the Postmaster-General to Railway Companies in *Great Britain* and *Ireland*—continued

TITLE OF RAILWAY COMPANY.	Date of Notice.	Date from and after which Notice took effect.	Terminal Points between which Trains are required to run.	Time of Despatch of Train from each Terminal Point.	OBSERVATIONS.
Whitehaven Junction	27 September 1853	4 November 1853	Maryport to Whitehaven	To leave Maryport at 9 25 a.m.	
			Whitehaven to Maryport	„ Whitehaven at 3 45 p.m.	
			Maryport to Whitehaven	„ Maryport at 8 25 p.m.	
			Whitehaven to Maryport	„ Whitehaven 6 50 p.m.	
			Maryport to Whitehaven	„ Maryport at 10 5 a.m.	
			Whitehaven to Maryport	„ Whitehaven at 6 0 p.m.	
			Whitehaven to Maryport	„ Whitehaven at 8 30 a.m.	
York, Newcastle, and Berwick	29 April 1853	31 May 1853	York to Berwick	„ York at 4 45 a.m.	
			Berwick to York	„ Berwick at 3 14 p.m.	
	31 May 1853	30 June 1853	York to Berwick	„ York at 2 40 p.m.	
			Berwick to York	„ Berwick at 8 35 p.m.	
York and North Midland	16 May 1848	18 June 1848	York to Normanton	„ York at 3 1 a.m.	
			Hull to Selby	„ Hull at 10 0 p.m.	Luggage train.
			Hull to Selby	„ Hull at 6 30 a.m.	
			Hull to Selby	„ Hull at 10 0 p.m.	Sunday train.
			Selby to Normanton	„ Selby at 12 12 a.m.	
			Selby to Normanton	„ Selby at 8 5 a.m.	
	29 April 1853	31 May 1853	Normanton to York	„ Normanton at 3 50 a.m.	
			York to Normanton	„ York at 8 34 p.m.	
			Milford Junction to Selby	„ Milford Junction at 4 7 a.m.	
			Selby to Milford Junction	„ Selby at 8 32 p.m.	
			Selby to Hull	„ Selby at 4 22 a.m.	
			Hull to Selby	„ Hull at 7 12 p.m.	
			York to Scarborough	„ York at 6 0 a.m.	
			Scarborough to York	„ Scarborough at 5 5 p.m.	
			Killington Junction to Whitby	„ Killington Junction at 7 15 a.m.	
			Whitby to Killington Junction	„ Whitby at 4 0 p.m.	
	31 May 1853	30 June 1853	Normanton to Milford Junction	„ Normanton at 1 0 p.m.	

General Post-Office,
27 April 1854.

Examined,

(signed) *M. B. Peacock*,
Solicitor.

General Post-Office,
29 April 1854.

(signed) *Rowland Hill*,
Secretary.

Appendix, No. 2.

A RETURN of the TIME at which the NIGHT MAIL from *London* to *Dublin* is due at *Holyhead* and *Dublin* respectively under the present Arrangement; of the Date when such Arrangement took effect; and of the actual Time of Arrival and Delivery on board the Packet at *Holyhead*, and of the Arrival in *Dublin*, in each day from that day to the 31st day of December 1853: And a similar RETURN as regards the Day Mail from *London* to *Dublin*.

NIGHT MAIL.

TIME at which the NIGHT MAIL from *London* to *Dublin* is due at *Holyhead* and *Dublin* respectively under the present Arrangement.

DUE AT HOLYHEAD.		DUE AT DUBLIN.
At the Railway Station.	At the Pier Head.	
		Dublin Time.
H. M.	H. M.	H. M.
5 33 a.m.	5 38 a.m.	11 5 a.m.

Date upon which the present Arrangement took effect - - 2d August 1853.

RETURN of the Actual Time of Arrival and Delivery on board the Packet at *Holyhead*, and of the Arrival in *Dublin*, of the NIGHT MAIL from *London* in each day, from the 2d of August to the 31st day of December 1853.

AUGUST.

	Actual Time of Arrival at Holyhead.		Actual Time of Delivery on Board the Packet.	Actual Time of Arrival in Dublin.
	Arrival at the Railway Station.	Arrival at the Pier Head.		Dublin Time.
	H. M.	H. M.	H. M.	H. M.
1853: August 2 - - -	6 20 a.m.	6 32 a.m.	6 42 a.m.	11 40 a.m.
" 3 - - -	6 19	6 32	6 40	11 40
" 4 - - -	6 58	7 5	7 11	1 8 p.m.
" 5 - - -	6 4	6 19	6 25	0 8
" 6 - - -	6 50	7 2	7 10	0 10
" 7 - - -	6 50	7 2	7 10	0 37
" 8 - - -	5 52	6 7	6 13	11 36 a.m.
" 9 - - -	6 38	6 52	7 0	0 9 p.m.
" 10 - - -	6 5	6 17	6 25	11 36 a.m.
" 11 - - -	6 36	6 52	6 58	0 10 p.m.
" 12 - - -	6 20	6 33	6 40	11 41 a.m.
" 13 - - -	6 28	6 37	6 45	11 39
" 14 - - -	6 20	6 32	6 39	11 35
" 15 - - -	5 55	6 7	6 12	11 7
" 16 - - -	6 2	6 15	6 23	11 6
" 17 - - -	6 25	6 37	6 43	11 36
" 18 - - -	6 1	6 16	6 22	11 36
" 19 - - -	6 50	7 2	7 8	0 40 p.m.
" 20 - - -	6 27	6 48	7 7	0 40
" 21 - - -	6 48	6 59	7 7	0 41
" 22 - - -	6 5	6 23	6 29	11 33 a.m.
" 23 - - -	6 2	6 17	6 24	11 40
" 24 - - -	6 10	6 20	6 27	11 38
" 25 - - -	6 30	6 43	6 51	0 11 p.m.
" 26 - - -	6 25	6 39	6 47	0 6
" 27 - - -	6 48	7 2	7 9	1 11
" 28 - - -	6 35	6 50	6 59	0 40
" 29 - - -	6 7	6 17	6 22	11 35 a.m.
" 30 - - -	5 58	6 11	6 18	11 22
" 31 - - -	6 20	6 38	6 45	0 9 p.m.

(continued)

Appendix, No. 2.

TIME at which the Night Mail from *London* to *Dublin* is due at *Holyhead* and *Dublin*, &c.—continued.

SEPTEMBER.

	Actual Time of Arrival at Holyhead.		Actual Time of Delivery on Board the Packet.	Actual Time of Arrival in Dublin.
	Arrival at the Railway Station.	Arrival at the Pier Head.		
	H. M.	H. M.	H. M.	Dublin Time. H. M.
1853: September 1	6 30 a.m.	6 44 a.m.	6 50 a.m.	0 9 p.m.
„ 2	6 2	6 17	6 25	0 7
„ 3	6 36	6 50	6 58	0 40
„ 4	6 5	6 16	6 22	11 35 a.m.
„ 5	5 45	5 57	6 0	11 3
„ 6	5 58	6 9	6 16	11 40
„ 7	5 49	6 2	6 11	11 35
„ 8	6 6	6 20	6 29	11 40
„ 9	6 0	6 18	6 27	11 38
„ 10	5 49	6 4	6 14	11 7
„ 11	5 46	5 58	6 5	11 5
„ 12	5 50	6 2	6 6	11 5
„ 13	5 50	6 1	6 6	0 10 p.m.
„ 14	5 43	5 58	6 4	11 10 a.m.
„ 15	5 46	5 59	6 5	11 38
„ 16	5 41	5 55	6 1	11 37
„ 17	5 49	6 2	6 10	11 38
„ 18	5 55	6 10	6 17	0 5 p.m.
„ 19	5 45	5 57	6 1	11 36 a.m.
„ 20	6 26	6 32	6 59	0 10 p.m.
„ 21	5 46	6 0	6 7	11 9 a.m.
„ 22	5 50	6 0	6 6	11 39
„ 23	6 17	6 32	6 39	0 10 p.m.
„ 24	6 11	6 24	6 32	0 7
„ 25	6 15	6 30	6 35	0 39
„ 26	6 42	6 56	7 0	1 6
„ 27	6 2	6 15	6 22	11 35 a.m.
„ 28	5 50	6 7	6 12	0 11 p.m.
„ 29	6 0	6 13	6 19	0 5
„ 30	5 48	6 3	6 10	0 5

OCTOBER.

1853: October 1	6 17 a.m.	6 30 a.m.	6 37 a.m.	0 10 p.m.
„ 2	6 9	6 25	6 31	0 39
„ 3	5 53	6 6	6 13	11 37 a.m.
„ 4	6 52	7 7	7 12	1 35 p.m.
„ 5	6 13	6 26	6 31	11 35 a.m.
„ 6	6 8	6 22	6 30	11 36
„ 7	6 28	6 31	6 36	11 36
„ 8	6 26	6 39	6 47	11 39
„ 9	6 5	6 20	6 28	11 8
„ 10	5 50	6 0	6 4	11 39
„ 11	6 6	6 20	6 29	11 35
„ 12	6 12	6 23	6 30	11 35
„ 13	6 44	6 53	6 58	0 6 p.m.
„ 14	5 52	6 6	6 13	11 15 a.m.
„ 15	7 16	7 27	7 36	1 7 p.m.
„ 16	6 6	6 20	6 28	11 37 a.m.
„ 17	6 0	6 14	6 20	11 37
„ 18	6 25	6 37	6 44	0 7 p.m.
„ 19	5 45	6 0	6 7	11 40 a.m.
„ 20	6 5	6 20	6 30	0 5 p.m.
„ 21	6 19	6 34	6 42	1 35
„ 22	6 50	7 5	7 15	1 35
„ 23	6 18	6 32	6 40	1 5
„ 24	5 49	5 59	6 5	11 37 a.m.
„ 25	6 1	6 15	6 24	11 39
„ 26	5 45	6 0	6 9	11 6
„ 27	5 56	6 10	6 18	11 38
„ 28	6 5	6 20	6 26	11 5
„ 29	6 30	6 43	6 51	0 9 p.m.
„ 30	5 58	6 12	6 21	11 35 a.m.
„ 31	5 57	6 11	6 16	0 35 p.m.

TIME at which the Night Mail from *London* to *Dublin* is due at *Holyhead* and *Dublin*, &c.—continued. Appendix, No. 2.

NOVEMBER.

	Actual Time of Arrival at Holyhead.		Actual Time of Delivery on Board the Packet.	Actual Time of Arrival in Dublin.
	Arrival at the Railway Station.	Arrival at the Pier Head.		
	H. M.	H. M.	H. M.	Dublin Time. H. M.
1853: November 1	8 40 a.m.	8 51 a.m.	9 0 a.m.	2 35 p.m.
" 2	6 40	6 52	7 0	1 37
" 3	6 29	6 39	6 44	0 7
" 4	6 24	6 36	6 45	0 6
" 5	6 27	6 41	6 51	0 5
" 6	6 35	6 49	6 54	0 5
" 7	5 49	6 6	6 10	11 4 a.m.
" 8	6 0	6 10	6 19	11 35
" 9	6 3	6 17	6 22	11 6
" 10	6 9	6 22	6 31	11 35
" 11	6 18	6 27	6 35	11 35
" 12	6 37	6 50	6 57	11 39
" 13	5 55	6 8	6 15	11 35
" 14	5 53	6 3	6 7	11 5
" 15	8 5	8 15	8 25	1 34 p.m.
" 16	6 4	6 16	6 23	0 6
" 17	6 10	6 20	6 29	11 39 a.m.
" 18	6 5	6 17	6 24	0 57 p.m.
" 19	6 34	6 47	6 57	1 5
" 20	6 7	6 16	6 24	0 11
" 21	5 45	5 55	6 0	11 5 a.m.
" 22	6 9	6 22	6 30	11 36
" 23	7 0	7 8	7 13	0 36 p.m.
" 24	6 6	6 22	6 29	11 38 a.m.
" 25	6 2	6 16	6 20	11 35
" 26	6 22	6 31	6 38	11 40
" 27	6 5	6 21	6 23	11 8
" 28	5 51	6 4	6 10	11 35
" 29	6 10	6 19	6 26	0 35 p.m.
" 30	5 50	6 0	6 6	11 35 a.m.

DECEMBER.

1853: December 1	5 50 a.m.	6 3 a.m.	6 12 a.m.	0 5 p.m.
" 2	6 21	6 30	6 38	0 6
" 3	6 27	6 40	6 47	0 6
" 4	6 26	6 37	6 44	0 5
" 5	6 0	6 7	6 11	11 9 a.m.
" 6	6 20	6 32	6 37	11 35
" 7	6 6	6 20	6 25	11 9
" 8	6 4	6 14	6 19	11 6
" 9	6 27	6 40	6 45	11 39
" 10	6 41	6 58	7 6	0 5 p.m.
" 11	6 25	6 34	6 40	11 40 a.m.
" 12	5 45	6 0	6 8	11 35
" 13	6 7	6 21	6 24	11 35
" 14	6 1	6 12	6 17	11 35
" 15	6 10	6 30	6 38	0 5 p.m.
" 16	7 35	7 48	7 53	1 38
" 17	7 4	7 14	7 19	0 42
" 18	6 50	7 5	7 13	0 40
" 19	5 35	5 50	5 57	2 3
" 20	6 29	6 42	6 50	0 4
" 21	6 35	6 50	6 58	0 36
" 22	6 15	6 27	6 32	0 5
" 23	6 7	6 18	6 24	0 4
" 24	7 5	7 19	7 25	0 37
" 25	6 30	6 47	6 52	0 9
" 26	6 22	6 29	6 35	11 35 a.m.
" 27	6 45	7 0	7 9	1 5 p.m.
" 28	6 45	7 4	7 8	1 5
" 29	6 35	6 46	6 53	0 8
" 30	10 39	10 50	10 55	6 5
" 31	6 51	7 6	7 14	1 36

Appendix, No. 2.

DAY MAIL.

TIME at which the DAY MAIL from *London* to *Dublin* is due at *Holyhead* and *Dublin* respectively under the present Arrangement.

DUE AT HOLYHEAD.		DUE AT DUBLIN.
At the Railway Station.	At the Pier Head.	
H. M.	H. M.	Dublin Time. H. M.
1 5 a. m.	1 10 a. m.	6 35 a. m.

Date upon which the present Arrangement took effect - - 2d November 1853.

RETURN of the actual Time of Arrival and Delivery on Board the Packet at *Holyhead*, and of the Arrival in *Dublin*, of the DAY MAIL from *London*, in each day from the 2d of November to the 31st day of December 1853.

NOVEMBER.

	Actual Time of Arrival at Holyhead.		Actual Time of Delivery on Board the Packet.	Actual Time of Arrival in Dublin.
	Arrival at the Railway Station.	Arrival at the Pier Head.		
	H. M.	H. M.	H. M.	Dublin Time. H. M.
1853: November 2 - -	1 0 a m.	1 17 a.m.	1 22 a.m.	7 9 a.m.
„ 3 - -	1 12	1 34	1 40	6 38
„ 4 - -	1 5	1 20	1 27	6 39
„ 5 - -	1 0	1 20	1 25	6 37
„ 6 - -	1 10	1 28	1 36	6 39
„ 7 - -	12 50	12 57	1 9	6 35
„ 8 - -	1 27	1 45	1 52	6 50
„ 9 - -	1 15	1 30	1 37	6 45
„ 10 - -	1 5	1 12	1 20	6 46
„ 11 - -	1 5	1 20	1 25	6 35
„ 12 - -	1 5	1 20	1 27	6 40
„ 13 - -	1 12	1 24	1 32	6 43
„ 14 - -	12 55	1 5	1 10	6 37
„ 15 - -	1 3	1 18	1 25	6 38
„ 16 - -	1 5	1 10	1 20	6 36
„ 17 - -	1 0	1 10	1 16	6 35
„ 18 - -	1 5	1 18	1 24	6 35
„ 19 - -	1 15	1 20	1 30	7 17
„ 20 - -	1 0	1 19	1 25	6 35
„ 21 - -	12 56	1 5	1 10	6 35
„ 22 - -	1 5	1 14	1 20	6 40
„ 23 - -	2 40	2 50	2 57	8 3
„ 24 - -	1 10	1 29	1 37	8 9
„ 25 - -	1 5	1 11	1 18	6 43
„ 26 - -	1 0	1 15	1 23	7 7
„ 27 - -	1 40	1 55	2 2	7 12
„ 28 - -	12 45	1 0	1 10	6 44
„ 29 - -	1 20	1 35	1 55	7 43
„ 30 - -	1 18	1 35	1 43	6 54

Appendix, No. 2.

TIME at which the Day Mail from *London* to *Dublin* is due at *Holyhead* and *Dublin*, &c.—*continued.*

DECEMBER.

	Actual Time of Arrival at Holyhead.		Actual Time of Delivery on Board the Packet.	Actual Time of Arrival in Dublin.
	Arrival at the Railway Station.	Arrival at the Pier Head.		
				Dublin Time.
	H. M.	H. M.	H. M.	H. M.
1853: December 1	1 15 a.m.	1 20 a.m.	1 30 a.m.	6 40 a.m.
„ 2	1 30	1 50	1 55	6 48
„ 3	1 38	1 56	2 4	6 55
„ 4	1 15	1 20	1 30	6 35
„ 5	12 55	1 14	1 19	6 35
„ 6	1 5	1 18	1 25	6 40
„ 7	1 35	1 47	1 57	7 8
„ 8	1 30	1 49	1 55	7 15
„ 9	1 15	1 30	1 38	6 46
„ 10	1 24	1 34	1 40	6 52
„ 11	1 12	1 24	1 30	6 35
„ 12	1 5	1 17	1 24	6 35
„ 13	1 17	1 37	1 42	6 40
„ 14	1 14	1 32	1 40	6 50
„ 15	1 20	1 36	1 43	6 45
„ 16	1 50	2 9	2 14	7 20
„ 17	1 35	1 43	1 54	6 50
„ 18	1 24	1 41	1 49	7 22
„ 19	1 20	1 30	1 40	6 35
„ 20	1 24	1 34	1 49	6 49
„ 21	1 23	1 41	1 51	6 36
„ 22	1 20	1 30	1 36	6 45
„ 23	1 15	1 30	1 35	6 36
„ 24	1 20	1 35	1 54	8 46
„ 25	1 40	1 47	1 55	7 20
„ 26	1 0	1 10	1 15	6 34
„ 27	1 12	1 23	1 31	7 18
„ 28	1 42	1 53	2 5	8 18
„ 29	1 17	1 29	1 35	6 40
„ 30	1 42	1 43	2 0	8 11
„ 31	1 27	1 45	1 55	7 44

(signed) *W. T. Wedderburn.*

General Post Office,
28 April 1854.

Rowland Hill,
Secretary.

Appendix, No. 3.

Appendix, No. 3. MEMORANDUM by Mr. *Rowland Hill* on the proposed Use of the GREAT NORTHERN RAILWAY.

1. It is contended that the London Mails for Glasgow and Edinburgh, and the North generally, should be forwarded by the Great Northern Railway. We hold that the public is best served by the existing arrangement.

2. At present there are three mail routes from London to Scotland:

1st. The route *viâ* Carlisle, which, for the sake of distinction, may be called the North-western route. Upon this there is a day and night mail each way, conveying the whole of the London correspondence with Edinburgh, Glasgow, and the North of Scotland.

2d. The route *viâ* Derby, York, and Berwick, which may be called the Midland route, and which, as far as Rugby (or, in fact, Tamworth), is coincident with the North-western route. Upon this there is a night mail, each way, throughout, an up day mail throughout, and a down day mail as far as Leeds; altogether conveying the London correspondence with all places on this route south of Edinburgh, save such part as is conveyed on the third route.

3d. The route *viâ* Peterborough, York, and Berwick, which may be called the Great Northern route. From Milford northward it is coincident with the Midland route. Upon this line there is a down day mail only, conveying the London correspondence with all places on the route south of Edinburgh, as well as with certain places on the Midland route.

3. The distances by these routes are as follows:

	NORTH-WESTERN ROUTE.	MIDLAND ROUTE.	GREAT NORTHERN ROUTE.*
	Miles.	*Miles.*	*Miles.*
From London to Edinburgh - - -	401 ½	423 ¾	394 ½
From London to Glasgow - - - -	405 ¼	470	440 ¾
From London to Larbert (the point at which the routes unite in going to the North of Scotland) - - - - - - -	410 ½	451 ½	422 ½
From London to York - - - -	- - -	219 ¾	190 ½
From London to Newcastle-on-Tyne - -	- - -	299 ¾	270 ½

* The time tables published by the Great Northern and other companies make the distances by this route (except as regards York) greater by 7 ½ miles than those given above. The latter, however, are, I believe, correct.

4. From the above statement it will be seen that the Great Northern Railway is already used to a certain extent; and thus the question is narrowed to one of amount; the real point for consideration being whether its use shall be extended to the night-mail service.

5. Our position is as follows:—

1st. That simply to transfer the Northern night mails, as demanded, from the North-western and the Midland routes to the Great Northern route, would be productive of much more inconvenience than advantage to the public.

2d. That in order to obtain the partial advantages claimed as derivable from the use of the Great Northern Railway in respect of the night mails, without entailing the serious inconvenience referred to above, its employment must be combined with other very costly arrangements.

3d. That the advantage thus obtained would be (*a.*) limited to a small district, containing no towns of much correspondence; (*b.*) but trifling even in this small district; and (*c.*) procured at an enormous cost; not less, probably, than 33,000 *l.* a year. And,

4th. That the public would be much better served by keeping to the existing lines, and expending a fraction of the above sum in the acceleration of the trains thereon.

6. For

6. For the sake of simplicity, I shall confine the question to the down mails; corresponding results would, of course, apply to the up mails.

7. To establish the above positions:

1st. That simply to transfer the Northern night mails, as demanded, from the North-western and Midland routes to the Great Northern route, would be productive of much more inconvenience than advantage to the public.

8. At Milford, near to which is the point of junction of the Midland and Great Northern routes, the mail train for the North by the Great Northern route would arrive about one hour sooner than that which, for the service of intermediate places, it would be still necessary to continue so far on the Midland route; and therefore must either wait at Milford for the correspondence coming thereby, and thus lose all the advantages of acceleration, or leave that correspondence to be brought on by the next mail train, thereby subjecting it to a delay of half a day, the consequence of which, as respects part of the correspondence, would be, in effect, the loss of a whole day.

9. To show the importance of the correspondence so interfered with, it will suffice to say that it comprises that picked up on the line itself between London and Milford *viâ* Tamworth and *viâ* Leicester; that of the West of England, brought by a mail train from Plymouth, and joining the Midland route at Tamworth; that of South Wales, as also that of Birmingham, Wolverhampton, and other towns, taken up *en route* by the same mail; and finally, that of Ireland and North Wales, as also that of Liverpool, Manchester, and the North-west of England, joining the Midland route partly at Normanton, though chiefly at Tamworth at present, but about to join wholly at Normanton.

10. The aggregate correspondence, which would be thus left behind, is probably almost as great as that which, on the proposed arrangement, would be carried forward; and thus the gain of an hour to one half would be purchased by the average loss of more than 12 hours to the other.

11. The *second* position is: That in order to obtain the advantages claimed as derivable from the use of the Great Northern Railway, in respect of the night mails, without entailing the serious inconvenience referred to above, its employment must be combined with other very costly arrangements.

12. The correspondence spoken of above as arriving at Milford by the Midland route, being too late for the train by the Great Northern, would have to be carried on by the existing mail train, which must thus be continued all the way to Edinburgh, following its precursor at the interval of about an hour; so that, in fact, there would be an additional mail train on the Great Northern route all the way from London to Edinburgh.

13. But even this expensive arrangement would limit its benefit to the towns absolutely on the line, unless the branch mails also were doubled; and, to make the thing quite complete, the duplication must be extended even to the rides and walks which convey the correspondence into rural districts.

14. Again, to return to the towns, the question of delivery involves other difficulties. Unless the number of letter-carriers were nearly doubled, either the letters brought by the earlier mail must await those by the later mail (in which case the benefit of acceleration would be thrown away), or the latter must be delivered much later than they now are, so that the enormous expenditure would be incurred for, to say the least, a very questionable benefit.

15. The *third* position is, that the advantage to be obtained from these costly arrangements would be (*a.*) limited to a small district containing no towns of much correspondence.

16. To Glasgow (and, of course, to Paisley, Greenock, and places served through Glasgow) the present route is shorter by 35 miles than the one proposed; and to Larbert, and consequently to all towns in the North of Scotland (setting aside the inadmissible route across the Firth of Forth) shorter by 12 miles.

These places, therefore, would be injured instead of benefited by the change in question.

17. As regards Edinburgh, indeed, our case is less clear, the distance by the proposed route being, in fact (though it seems otherwise in the published time-bills), shorter by seven miles than the present route. This would give the new route, according to the present rate of running, an advantage of about 10 minutes.

18. But by the contemplated acceleration of the mail-trains on the North-western route, for which arrangements have for some months been in progress, even the London mails would reach Edinburgh earlier than they could by the proposed use of the existing train on the Great Northern route.

19. Acceleration upon the North-western route, rather than on the Great Northern, I regard as the preferable course, for the following reasons:—

1st. Because it clearly must be the high road from London to the greater part of Scotland on the one hand, and to Ireland on the other.

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2d. Because it clearly must be the high road from Ireland on the one hand, and from the West of England on the other, to the greater part of Scotland, including even Edinburgh.

3d. Because this route also connects, in the most direct manner, Edinburgh, as well as Glasgow and the North of Scotland, with the four English provincial towns having the largest correspondence, viz. Liverpool, Manchester, Birmingham, and Bristol.

20. For all these reasons, it is manifestly important to render the North-western as perfect a mail route as possible; and whatever expenditure may be incurred in accelerating the mails to Scotland, should, even for the benefit of Edinburgh, be concentrated on this route.

21. It follows from the above, that no part of Scotland, except the small district to the south-east of Edinburgh, has any interest in the proposed transfer of mails to the Great Northern route.

22. As regards England, it is obvious that the benefit of the proposed transfer could not extend beyond the north-eastern portion. It remains to be considered how much of this district would share in the advantage.

23. Though every town has a strong interest in getting its letters in time for early delivery (requiring an arrival, say, by 6 a.m.), no town is interested in an earlier arrival. Now it is part of the plan of acceleration which is in progress, to reach Newcastle with the whole of its night mail by 6.7 a.m.; an arrangement which, with some increased force in sorting, will, I expect, secure the delivery of all the letters at as early an hour as will be acceptable to the inhabitants. At all events, this end can be attained by means of trifling cost, when compared with the proposed use of the Great Northern route.

24. In England, therefore, the advantages to be obtained from the above costly arrangements to places, whether on or near the main line, would be limited to the district north of Newcastle.

25. So that, taking in the two countries, the whole district interested in the change, is that on or near the eastern coast north of Newcastle and south of Edinburgh; a comparatively small district, containing no towns of much correspondence.

26. (*b.*) But the advantage would be trifling even in this small district. As already shown, it would consist merely in expediting by about an hour the delivery of part of the correspondence now brought by the mails from the South.

27. (*c.*) This trifling advantage to a small district would be procured at an enormous cost, not less probably than 33,000*l.* a year.

28. The only offer by the Great Northern Railway Company to convey the night mails (unclogged by conditions which made its acceptance impossible), was one in March 1851; and the sum demanded for a train to and from York was 25,230*l.* per annum, or at the rate of 3*s.* 3$\frac{3}{4}$*d.* per single mile. In August last, the company offered to convey the mails by night trains, then running, for 1*s.* a mile, if the up as well as the down train were employed, or 1*s.* 6*d.* a mile if the down train only were employed. Stipulating, however, that in either case, the Post-office should adopt the company's stoppages and hours (that of the arrival of the up train in London being 9.15 a. m., or more than four hours too late), and limiting the engagement to one year.

29. It is scarcely necessary to say that even as regards the down train (the hours of which were unobjectionable), the department would require the control as to stoppages; and that to have made a change which would more or less have affected the mail service of nearly the whole kingdom, with the probability of having, after the lapse of a year, to go back to the previous arrangements, or to pay a much larger sum for the service, would have been very unwise.

30. Assuming that satisfactory arrangements for the service might be effected at an average rate of 2*s.* the mile for the whole distance from London to Edinburgh and back (a moderate sum, as compared with actual payments for the larger night mails), the cost in question may be estimated roughly as follows:

	PER ANNUM.
	£.
Say 800 miles, at 2*s.*, 80*l.* per night, or - - - - - - -	29,200
To which add for branch lines, additional guards, rural messengers, letter-carriers, &c., say - - - - - - - - - -	4,000
TOTAL - - - £.	33,200

31. The *fourth* position is:

That the public would be much better served by keeping to the existing lines, and expending a fraction of the above sum in the acceleration of the trains thereon.

32. The statements already made go far to establish this point. I may add, that the three Postmasters-general who have been in office since the opening of the Great Northern Railway have all held this opinion; and I may point to the improvements already effected, and those in progress, in proof of the capability of the existing lines, and of the desire of the

the Department and of the several companies to render them in the highest degree available for the postal service.

33. A detailed statement of these improvements is given in a document appended to this memorandum. The following are those which most materially affect Edinburgh, Glasgow, and Newcastle-on-Tyne.

Edinburgh and Glasgow.

34. Improvements effected:

1 October 1851.—A gain of two hours in the arrival at London of the principal or "day" mail from the above cities.

1 August 1853.—A gain at Edinburgh and Glasgow of about two hours and a half in the despatch, and of about one hour and a half in the arrival of the London "night" mail.

35. Improvements in progress:—

A further gain at Edinburgh and Glasgow in the despatch and arrival of the London "night" mails, making a total gain in the despatch of about five hours (possibly five hours and three quarters), and in the arrival, of about four hours (possibly four hours and a half), and thus extending the time between the arrival and despatch by about nine hours (possibly ten hours and a quarter).

36. The joint effects of the above improvements will be (in many instances) to reduce the interval between the despatch of a letter to London and the receipt of an answer by nearly a day.

Newcastle-on-Tyne.

37. Improvements effected:

1 October 1851.—A gain of two hours in the arrival at London of the "day" mail from Newcastle-on-Tyne.

1 April and 1 July 1853.—A gain at Newcastle-on-Tyne of about six hours in the arrival of the London "day" mail. By the first step in this improvement, Newcastle, for the first time, obtained a delivery of letters on the same day as that on which they leave London.

1 June 1853.—A gain of two hours in the despatch, and of two hours in the arrival, of the London "night" mail.

38. Improvements in progress:

A further gain at Newcastle-on-Tyne in the despatch and arrival of the London "night" mail, making a total gain in the despatch of about three hours (possibly four hours), and in the arrival of about three hours (possibly three hours and a half), and thus extending the time between the arrival and despatch by about six hours (possibly seven hours and a half).

39. But notwithstanding all that has been said as to the expediency of abiding by the existing routes, the question naturally arises, if, as is practically admitted, it is advantageous to despatch the day mail for the North by the Great Northern route, why is it not equally advantageous to despatch the night mail by the same route?

40. The answer is as follows:

1st. That, as has already been shown, a large portion of the distance would be travelled in the night, for which reason, as has been explained, the benefit would be confined to the few places north of Newcastle-on-Tyne, on the Edinburgh line.

2d. That the junctions with other mail trains from nearly every part of the kingdom, the maintenance of which has been shown to be of so much importance in the case of the night mail, do not exist in the case of the day mail, except to a very limited extent. From this cause, and from the fact that the few ramifications and feeders affected are confined to day services, which could be altered or exchanged to other than existing trains, it was found practicable (with but little inconvenience, and at very small cost beyond that involved in the mere use of an ordinary day train already running on the Great Northern Line, which required no alteration whatever to make it suitable as a mail train), to effect the whole arrangement without leaving behind the letters from any of the districts or branches connected with the general scheme of the day mail.

41. In conclusion I would remark, that if the measures contemplated for serving the important town of Newcastle-on-Tyne should not succeed to the full extent anticipated, or if it should be thought that the interests of the district north of that town, as far as Haddington inclusive, are sufficiently important to justify a further expenditure for the sake of further improvement (these places would of course benefit by the accelerations already described), all the advantage which would result from the above enormous expenditure, and indeed far more than all such advantage, might be secured at a comparatively small cost by running a special train between Normanton and Newcastle, such as is contemplated on the North-western route; an arrangement, however, which under the existing law would require

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the consent of the companies. Such further acceleration could not be made south of Normanton, without disturbing the proposed junction of mails at that place.

42. In this way the arrival and departure at Newcastle-on-Tyne, and all places north of that town, would be the same (to a few minutes) as if the Great Northern Line were used in the manner proposed; but with this additional advantage, that the acceleration would extend to the whole mail instead of to part only.

43. It may of course be said, that if the same high speed were applied to the Great Northern Railway, the London mails would reach their destination still earlier; and no doubt this is true; but while the advantage of such an arrangement would be very questionable, as this would renew the necessity for separating the mails, the cost would be again largely increased. Indeed the total cost would be so enormous, and the advantage, if any, so trifling, that such a proposition could not for a moment be entertained.

General Post Office, 29 March 1854. (signed) *Rowland Hill.*

STATEMENT of IMPROVEMENTS already effected, and of those in Progress, referred to in the preceding Memorandum.

1. STATEMENT showing the Effect of the Acceleration of the Up Day Mail from *Aberdeen* to *London*, which commenced on the 1st October 1851.

	September 1851.	October 1851.
	H. M.	H. M.
From Aberdeen	1 57 p.m.	2 33 p.m.
Dundee	5 53 „	5 33 „
Perth	6 55 „	6 35 „
Edinburgh	9 15 „	8 25 „
Glasgow	9 5 „	8 17 „
Carlisle	1 27 a.m.	12 16 a.m.
Preston	5 9 „	3 44 „
Liverpool	6 0 „	4 15 „
Manchester	6 15 „	4 24 „
Crewe	7 24 „	5 34 „
Tamworth	9 5 „	7 15 „
Rugby	10 5 „	8 15 „
Reach London	1 0 p.m.	11 0 „

2. STATEMENT showing the Effect of the Acceleration of the Up Day Mail from *Edinburgh*, viâ *Newcastle-on-Tyne*, to *London*, which commenced on the 1st October 1851.

	September 1851.	October 1851.
	H. M.	H. M.
From Edinburgh	5 55 p.m.	5 55 p.m.
Berwick	8 35 „	8 35 „
Newcastle	11 5 „	11 5 „
York	2 10 a.m.	2 10 a.m.
Leeds	2 35 „	2 35 „
Derby	5 20 „	5 20 „
Rugby	8 0 „	8 0 „
Reach London	1 0 p.m.	11 0 „

3. The advantages of the important acceleration to which the preceding time-bills refer were, that without materially curtailing the time for posting letters at any of the places on either line (and, indeed, with a slight extension of time at Aberdeen), the day mail from the North and from Ireland was brought into London two hours earlier than before: and the

the delivery was thus effected throughout the City in time for business transactions the same afternoon, which was seldom the case before the change.

4. The earlier passing of the train along the line was principally felt at the places nearest to London, at some of which the opportunity had been enjoyed of posting letters early in the morning in time for the day mail, which opportunity was lost under the earlier despatch. To compensate for this partial inconvenience, a second and later day mail to London was given to various places on the line from Liverpool and Manchester to London, and also on the line from Leeds, *viâ* Derby, to London. These second-day mails were conveyed by the company's ordinary passenger trains, due in London between 4 and 5 p.m., affording particular advantage in regard to letters intended to pass through London.

5. STATEMENT showing the Effect of the Acceleration of the Down Day Mail from *London* to *Aberdeen*, which commenced on the 1st March 1853.

	FEBRUARY 1853.	PRESENT.
	H. M.	H. M.
From London	10 0 a.m.	9 15 a.m.
Rugby	12 34 p.m.	11 30 „
Tamworth	1 28 „	12 22 p.m.
Birmingham	1 40 „	12 40 „
Crewe	3 8 „	1 57 „
Liverpool	4 45 „	3 40 „
Manchester	4 40 „	3 5 „
Preston	5 16 „	3 45 „
Lancaster	5 59 „	4 22 „
Carlisle	9 1 „	6 45 „
Edinburgh	1 15 a.m.	10 15 „
Glasgow	1 30 „	10 30 „
Perth	3 43 „	12 30 a.m.
Dundee	4 43 „	1 30 „
Reach Aberdeen	7 49 „	4 36 „

6. The foregoing time-bill shows the important gain, in point of time, which was afforded at the various principal points named; and in nearly every instance a proportionate benefit was extended to the day mails branching from the points named.

7. The following towns, which had no delivery at all the same day of letters by the day mail from London, had this advantage extended to them for the first time; viz.

Carlisle.	Bowness.	Colne.
Windermere.	Accrington.	Penrith.
Ambleside.	Burnley.	

8. STATEMENT showing the Effect of the Acceleration of the Down Day Mail from *London*, viâ *Newcastle-on-Tyne*, to *Edinburgh*, which commenced on the 1st April 1853, and was further altered on the 1st July 1853.

	MARCH 1853.	1 APRIL 1853.	GREAT NORTHERN USED, 1 JULY 1853.
	H. M.	H. M.	H. M.
From London	10 30 a.m.	9 30 a.m.	9 30 a.m.
Rugby	1 30 p.m.	11 45 „	
Derby	3 30 „	1 25 p.m.	
Sheffield	5 45 „	3 10 „	2 14 p.m.
Leeds	6 50 „	3 45 „	2 20 „
York	7 30 „	3 28 „	2 20 „
Hull	- - -	6 30 „	3 20 „
Darlington	9 30 „	4 35 „	3 50 „
Newcastle	11 0 „	5 40 „	4 55 „
Sunderland	- - -	6 30 „	4 50 „
Berwick	2 0 a.m.	7 35 „	6 45 „
Reach Edinburgh	4 55 „	9 10 „	8 20* „

*(The railway between Berwick and Edinburgh ceased to be used for this particular mail on the 24th October 1853; and a mail cart has, since that date, been employed instead).

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9. Besides the earlier arrival of the day mail from London at those places connected with the line which had already day mails, the accommodation of a delivery of London day-mail letters the same evenings (which they had not hitherto enjoyed) was extended to the following towns, the principal places served by branch mails from the main line sharing in the advantages of the measure:—

Leeds (which had previously a window delivery only).	Richmond.	Gateshead.
Bradford.	Malton.	Hartlepool.
Skipton.	Scarborough.	Brough.
Doncaster.	Beverley.	Fence Houses.
Selby.	Hull.	North Shields.
Harrogate.	Houghton-le-Spring.	South Shields.
Knaresborough.	Chester-le-Street.	Sunderland.
Ripon.	Darlington.	Belford.
Thirsk.	Stockton.	Berwick (window delivery only).
Northallerton.	Middlesborough.	Morpeth.
Wakefield.	Durham.	Alnwick.
	Newcastle-on-Tyne.	

10. STATEMENT showing the Effect of the Acceleration of the Up Night Mail from *Edinburgh*, viâ *Newcastle-on-Tyne*, to *London*, which commenced on the 1st June 1853; showing also the further Alteration contemplated.

	MAY 1853. (1.)	1 JUNE 1853. (2.)	PROPOSED. (3.)	PROPOSED. (4.)
	H. M.	H. M.	H. M.	H. M.
From Edinburgh - -	10 40 a. m.	12 39 p. m.		
Berwick - -	1 15 p. m.	3 14 „		
Newcastle - -	4 0 „	6 0 „	7 8 p. m.	7 50 p. m.
Darlington - -	5 25 „	7 4 „	8 13 „	8 44 „
York - - -	7 20 „	8 34 „	9 38 „	9 57 „
Leeds - - -	7 45 „	8 44 „	9 58 „	10 14 „
Normanton - -	8 20 „	9 24 „	10 33 „	10 49 „
Sheffield - -	8 55 „	9 40 „	10 40 „	10 56 „
Derby - - -	10 47 „	11 9 „	12 28 a. m.	12 44 a. m.
Rugby - - -	1 0 a. m.	1 0 a. m.	2 0 „	2 21 „
Reach London - -	4 30 „	4 30 „	4 20 „	4 30 „

11. STATEMENT showing the Effect of the Acceleration of the Down Night Mail from *London*, viâ *Newcastle-on-Tyne*, to *Edinburgh*, which commenced on the 1st June 1853; showing also the further Alteration contemplated.

	MAY 1853. (1.)	1 JUNE 1853. (2.)	PROPOSED. (3.)	PROPOSED. (4.)
	H. M.	H. M.	H. M.	H. M.
From London - - -	9 0 p. m.	9 0 p. m.	9 0 p. m.	8 45 p. m.
Rugby - - -	12 5 a. m.	12 5 a. m.	11 18 „	10 53 „
Derby - - -	1 55 „	1 40 „	12 50 a. m.	12 25 a. m.
Sheffield - -	4 15 „	3 30 „	2 37 „	2 27 „
Normanton - -	4 40 „	3 45 „	2 47 „	2 37 „
Leeds - - -	5 20 „	4 10 „	3 12 „	3 2 „
York - - -	5 37 „	4 35 „	3 42 „	3 22 „
Darlington - -	7 33 „	5 55 „	5 2 „	4 33 „
Newcastle - -	9 0 „	7 0 „	6 7 „	5 27 „
Berwick - -	11 45 „	9 45 „		
Reach Edinburgh - -	2 20 p. m.	12 20 p. m.		

12. It will be seen that this acceleration gave Newcastle-on-Tyne a delivery of its letters tolerably early in the morning (the delivery should commence at about 8.15 a. m.), and the numerous places served by branch lines from Darlington, Newcastle, &c., participated in the improvement.

13. At Berwick, where the interval was barely sufficient for a reply by return of post, a good interval for reply was obtained.

14. In column 3, the effect is shown of the proposed further acceleration to which the London and North-western and Midland Companies have given their assent. Column 4 shows

shows what the effect would be if the train were made special for the mails from London to Rugby and Normanton to Newcastle. Appendix, No. 3.

15. STATEMENT showing the Effect of the Acceleration of the Up Night Mail from *Aberdeen* to *London*, which commenced on the 1st August 1853; showing also the further Alteration contemplated.

	July 1853. (1.)	1 August 1853. (2.)	Proposed. (3.)	Proposed. (4.)
	H. M.	H. M.	H. M.	H. M.
From Aberdeen	6 6 a. m.	8 51 a. m.		
Dundee	8 15 „	11 6 „		
Perth	9 25 „	12 16 p. m.		
Glasgow	11 50 „	2 10 „	4 52 p. m.	5 40 p. m.
Edinburgh	12 0 noon.	2 36 „	5 0 „	5 44 „
Carlisle	4 33 p. m.	6 1 „	7 57 „	8 26 „
Lancaster	7 25 „	8 13 „	9 53 „	10 7 „
Preston	8 33 „	8 58 „	10 37 „	10 45 „
Crewe	10 41 „	10 50 „	12 4 „	12 22 „
Stafford	11 49 „	11 54 „	12 50 „	12 57 „
Tamworth	12 42 a. m.	12 42 a. m.	1 28 „	1 35 „
Rugby	1 48 „	1 46 „	2 13 „	2 21 „
Reach London	4 50 „	4 40 „	4 30 „	4 30 „

16. STATEMENT showing the Effect of the Acceleration of the Down Night Mail from *London* to *Aberdeen*, which commenced on the 1st August 1853; showing also the further Alteration contemplated.

	July 1853. (1.)	1 August 1853. (2.)	Proposed. (3.)	Proposed. (4.)
	H. M.	H. M.	H. M.	H. M.
From London	8 45 p. m.	8 45 p. m.	8 45 p. m.	8 45 p. m.
Rugby	11 31 „	11 31 „	10 57 „	10 53 „
Tamworth	12 25 a. m.	12 25 a m.	11 47 „	11 37 „
Stafford	1 19 „	1 16 „	12 27 a. m.	12 17 a. m.
Crewe	2 16 „	2 13 „	1 10 „	12 59 „
Preston	4 34 „	4 7 „	2 47 „	2 36 „
Lancaster	5 25 „	4 56 „	3 31 „	3 12 „
Carlisle	8 9 „	7 17 „	5 27 „	4 55 „
Edinburgh	12 15 p. m.	10 43 „	8 19 „	7 37 „
Glasgow	12 32 „	11 8 „	8 27 „	7 41 „
Perth	2 11 „	12 47 p. m.		
Dundee	3 21 „	1 58 „		
Reach Aberdeen	5 45 „	5 7 „		

17. It will be seen from the foregoing time bills, that besides greatly improving the deliveries and despatches at those places connected with the line in the North of England and Scotland, this acceleration gave to Edinburgh and Glasgow, for the first time, a return post by the night mail the same day. Other places in Scotland, on the lines of road from Dumfries to Stranraer, from Aberdeen to Inverness, and from Inverness to Thurso, saved 24 hours in the reply to correspondence from the South by night mail.

18. In column No. 3 the effect is shown of the proposed further acceleration to which the companies between London and Edinburgh, *viâ* Carlisle, have given their assent. Column 4 shows what the effect would probably be, if the train were made special for the mails from London to Edinburgh and Glasgow; an arrangement which the companies have been invited to entertain.

Appendix, No. 4.

Appendix, No. 4.

A RETURN of the Number of Prosecutions for Robbery of Mail Carts or Mail Coaches,* conducted by the Post Office during the Years 1850, 1851, 1852, and 1853, stating the Number of Acquittals or Convictions in each Year.

	YEAR.	Number of Prosecutions.	Acquittals.	Convictions.	OBSERVATIONS.
England and Wales -	1850	1	nil	1	This was the prosecution of the driver of a Mail Cart for stealing letters out of a Mail Bag in his custody.
	1851	1	nil	4	Four men were convicted for this robbery.
	1852	nil	nil	nil.	
	1853	nil	nil	nil.	(signed) *M. B. Peacock*, Solicitor.
Ireland -	1850	2	1	1	
	1851	1	nil	1	
	1852	nil	nil	nil.	
	1853	nil	nil	nil.	(signed) *R. Thompson*, Solicitor.
Scotland -	1850	nil	nil	nil.	
	1851				
	1852				
	1853				

* The Return is confined to Mail Carts and Mail Coaches, at the request of the Chairman of the Select Committee, by whom it was called for.

General Post-office, 18 May 1854.

Rowland Hill, Secretary.

Appendix, No. 5.

Appendix, No. 5.

RETURN (so far as it can be given by the Post-office), showing at what Date the Post-office Charge was reduced to One Penny per Half-ounce; the average Weight of Mails Daily transmitted for Twelve Months next after the introduction of the present Rates of Postage; the Date at which the Post-office commenced carrying Parcels of increased Weight, and the Books; also, the Rate charged per Pound; and Copy of the Regulations; also, the average Daily Weight of Mails for One Year before that Date, and the average Daily Weight of Letters, and also of Books and Parcels, for Twelve Months ending the 1st May 1854.

Return, showing at what Date the Post-office Charge was reduced to a Penny per Half-ounce.

10th January 1840.

The average Weight of the Mails Daily transmitted for Twelve Months next after the introduction of the present Rate of Postage.

Cannot be given; no accounts of the weight of the Mails being kept.

The

The DATE at which the Post-office commenced carrying PARCELS of increased Weight, and the BOOKS; also, the RATE charged per Pound; and COPY of the REGULATIONS.

1st.—PARCELS.

No distinction is made in favour of parcels. They are charged the same as letters, and are subject to the same regulations. For about eight years after the establishment of penny postage, the weight of any single letter or parcel was limited to one pound; but since July 1847, the only limitation has been on the weight of *unpaid* letters and parcels, which are restricted to four ounces each.

2d.—BOOKS.

Date of Commencement - - 21 February 1848.

RATES OF POSTAGE:

	s.	d.
For each Book Packet not exceeding 1 lb. in weight - - - -	–	6
„ „ above 1 lb. and not exceeding 2 lbs. - - -	1	–
„ „ „ 2 lbs. and not exceding 3 lbs. - - -	1	6

And so on, increasing 6*d.* for every additional pound weight, or portion of an additional pound.

REGULATIONS.

The Postage must be prepaid in full, by affixing the proper number of stamps outside.

Every book packet must be sent without a cover, or in a cover open at the ends or sides.

It must not contain any letter, open or sealed, nor any sealed enclosure whatever.

No packet must exceed two feet in length.

It may contain any number of separate books, maps, or prints, and any description of paper, vellum, or parchment (to the exclusion of letters, whether sealed or open), and the books, maps, papers, &c., may be either printed, written, or plain, or any combination of the three. All legitimate binding, mounting, or covering of the same, or any portion thereof, is allowed, whether such binding, &c., be loose, or attached, as also rollers, in the case of prints; markers (whether of paper or otherwise), in the case of books; and, in short, whatever is necessary for the safe transmission of literary or artistic matter, or usually appertains thereto.

N.B.—The Book Post regulations, &c., have been extended, with modifications, to certain Colonies, and are in the course of extension to others.

The average Daily WEIGHT of MAILS for one Year before the 21st February 1848, and the average Daily WEIGHT of LETTERS, and also of BOOKS and PARCELS, for Twelve Months ending the 1st May 1854.

Cannot be given; no account of the weight of the Mails being kept.

General Post-Office,
13 May 1854.

Rowland Hill,
Secretary.

Appendix, No. 6.

Appendix, No. 6.

PAPER referred to in Mr. *Jack*'s Evidence.

POSTAL ARRANGEMENTS.

At a numerous and influential Public Meeting of the Merchants, Bankers, and other Inhabitants of the City of Bristol, held at the Merchants' Hall, in King-street, in that city, on Monday, the 19th of December 1853, the Right Worshipful John George Shaw, Esq., Mayor, in the chair, the following Resolutions and Memorial were unanimously passed:—

Proposed by *William Tothill*, Esq.; seconded by *William Henry Somerton*, Esq.; and supported by Captain *Shipton*, R.N.:

1. That the postal arrangements of this district, particularly those relating to the communication with South Wales, are most inconvenient and prejudicial to the commercial trading and general interests of the inhabitants of Bristol, the West of England, and South Wales.

Proposed by *John Fisher*, Esq.; seconded by *Charles Tovey*, Esq.; and supported by *Harman Visger*, Esq.:

2. That the greater portion of the errors which arise in the sorting, forwarding, and delivery of letters in this city are attributable to the inefficiency of the local staff, arising from the frequent changes which occur amongst the subordinate officials.

Proposed by *Charles Edwards*, Esq.; seconded by *James Protheroe*, Esq.:

3. That the Members in Parliament for this city are entitled to the best thanks of the public for their persevering endeavours to obtain an amendment of some of the evils alluded to in the preceding resolutions; and this meeting desires to express its strong sense of dissatisfaction at the supineness evinced by the Post-office authorities with reference to the complaints which have been laid before them by the Bristol Chamber of Commerce.

Proposed by *James Bush*, Esq.; seconded by *Henry Cave*, Esq.:

4. That the following Memorial to the Postmaster-general be approved and adopted by this meeting, and signed by the Chairman on its behalf:—

To the Right Honourable Lord Viscount *Canning*, Her Majesty's Postmaster-general.

The Memorial of the Merchants, Bankers, Traders, and other Inhabitants of the City and County of *Bristol*, in Public Meeting assembled.

Sheweth,

That the commercial, trading, and general interests and convenience of the inhabitants of this City, and of the West of England and South Wales, are seriously prejudiced by the present postal arrangements at Bristol, and the consequent delays in the delivery of letters; that they have to complain of frequent errors in the sorting, forwarding, and delivery of letters at the Bristol Post-office (which latter evils your Memorialists attribute chiefly to the inefficiency of the local staff, arising from the frequent changes of the subordinate officials), and that much greater accommodation than is at present afforded should be given to the public in the Money-order department.

Your Memorialists much regret that the representations emanating from the Bristol Chamber of Commerce on some of the matters herein referred to, which have been before the authorities for a period of six months, have received so little attention; they trust that your Lordship will now appoint some properly qualified person to enter upon an inquiry on the spot, and that your Memorialists may be afforded an opportunity of bringing before such authority evidence relative to the numerous grievances of which they complain, and suggestions for remedying them. In the meantime they take leave to submit the following Memorandum of the chief points to which they wish to direct attention, assuring your Lordship that they are prepared to substantiate the necessity and advantages of all the following suggestions:—

Memorandum

Memorandum of Suggestions as to the Arrival and Departure of Mails. Appendix, No. 6.

1. That the first North Mail arrive at the Bristol Post-office not later than 6 a.m., instead of 6·20 to 6·30, as at present.

2. That the London down day-mail arrive at the Bristol Post-office at 2·35 p.m., instead of 2·50, p.m., as at present.

3. That the Bristol and London up day mail-bags be sent by the 10·50 a.m. train, instead of by the 8·35 a.m., as at present.

4. That the South Wales mail-bags be sent by rail *viâ* Gloucester.

5. That the day mail-bags from South Wales arrive at the Bristol Post-office not later than 6 p.m., instead of 7 p.m., as at present, and that they be transmitted *viâ* Gloucester.

6. That the Bath and Bitton mail-bag be brought from the railway station as soon as it arrives (5·15 p.m.), instead of being allowed to remain there until the outward North mail-bags are despatched (7·5 p.m.)

7. That the Colonial and Foreign Mails be transmitted direct to and from their ports of departure and arrival in England, instead of through London.

8. That arrangements be made for sending mail-bags by any train. This would prevent the delays which frequently occur of from 12 to 24 hours, when the mail-bags happen to be too late for their regular trains.

Memorandum of Suggestions as to the Internal Arrangements at the *Bristol* Post-office.

1. That measures be adopted to prevent the frequent changes in the local staff.

2. That an inspecting clerk or president be appointed to overlook the clerks in the office, as at Birmingham and Liverpool.

3. That greater accommodation be afforded in the Money-order department, and that its staff be more efficient.

(Signed, on behalf of the Meeting) *John George Shaw*,
Mayor of Bristol,
Dated Bristol, 19 December 1853. Chairman.

Proposed by *Christopher James Thomas*, Esq.; seconded by *Charles Nash*, Esq.:

5. That the Chairman, with the high-sheriff of Bristol, P. J. W. Miles, Esq., James Bush, Esq., W. H. Somerton, Esq., and Adam Jack, Esq., be a deputation to present the Memorial of this Meeting; and that the Members for this city, the Hon. F. H. F. Berkeley and W. H. Gore Langton, Esq., be requested to accompany them.

Proposed by *Robert Lang*, Esq.; seconded by *Thomas Wright Rankin*, Esq.:

6. That the best thanks of this City be given to the Master and Society of Merchant Venturers, for granting the use of their Hall on this occasion.

Proposed by the High-Sheriff of Bristol, *Philip John William Miles*, Esq.; seconded by *James Hassell*, Esq.;

7. That the warmest thanks of this Meeting be given to the Chairman, the Right Worshipful John George Shaw, Esq., mayor of Bristol, for the readiness with which he complied with the request of the Committee to preside, and the ability and impartiality with which he has conducted the proceedings this day.

Appendix, No. 7.

POTTERIES.

Present and Proposed Expense.

(Referred to in Mr. *Ed. Page*'s Report of the 27th August 1853.)

REPORT of Alterations of Expenditure for the Accountant-General.

CHARGE.	PER ANNUM. £. s. d.
North Staffordshire Railway: Payment for trains from—	
Stafford to Newcastle, and Stoke to Congleton - Newcastle to Crewe - Stone to Norton Bridge — 51¼ miles, at 2*d.* a mile	133 13 6
Whitmore to Newcastle and Stoke: Night ride (estimated)	80 – –
Stone: Allowance for meeting trains at station	7 16 6
Congleton and Holmes Chapel: Night ride (estimated)	50 – –
Congleton: Allowance for meeting trains at station	7 16 6
Stoke to Lawton: Double ride (estimated)	150 – –
Stoke to Longton: Double ride (estimated)	50 – –
Stoke to Etruria and Wolstanton: Messenger twice daily, including delivery	36 10 –
Norton Bridge: Allowance to station-master for charge of bags	5 – –
Etruria: Salary of sub-deputy	5 – –
Wolstanton: Ditto	5 – –
Stoke:	
Postmaster's salary	170 – –
Three clerks; one at 70*l.*, two at 50*l.*	170 – –
Two letter-carriers, 10*s.* p' week each	52 2 4
Stamper, to include conveyance of bags between station and post-office	36 10 –
Rent of office at station	20 – –
Newcastle:	
Salary of postmistress	70 – –
Clerk	50 – –
Three letter-carriers, at 12*s.* a week each	93 17 –
Allowance for meeting trains at station	7 16 6
£.	1,201 2 4

DISCHARGE.	PER ANNUM. £. s. d.
Whitmore and Newcastle: Double ride (to cease)	150 – –
Norton Bridge and Stone: Day-mail messenger (to cease)	26 1 5
Congleton and Holmes Chapel: Double ride (to cease)	73 – –
Present cost of three double daily rides from Newcastle to the Pottery towns	345 – –
Double ride between Tunstall and Lawton	60 – –
Stoke: Salary of sub-postmistress	30 – –
Letter-carrier's wages	30 5 –
Etruria: Salary and delivery	10 – –
Wolstanton: Ditto	10 – –
Newcastle:	
Salary of postmaster	170 – –
Four clerks; one at 70*l.*, three at 50*l.*	220 – –
Three letter-carriers	106 4 8
£.	1,230 11 1
Deduct	1,201 2 4
Estimated Saving £.	29 8 9

RETURN

Appendix, No. 7.

LONDON AND NORTH-WESTERN RAILWAY.

RETURN showing the DETENTION of the DOWN NIGHT MAIL TRAIN between *London* and *Preston*, on Post Office Service, during the Month of November 1853.

DATE.	STATION.	Time Due.	Time of Arrival.	Time of Departure from Station.	Extra Time delayed by Post Office.
		H. M.	H. M.	H. M.	
November 1	Euston - -	- - -	- - -	8 47 p.m.	2 minutes.
„ 3	Euston - -	- - -	- - -	8 52 p.m.	7 minutes.
„ 4	Euston - -	- - -	- - -	8 55 p.m.	10 minutes.
	Tamworth -	12 25 a.m.	12 37 a.m.	12 53 a.m.	6 minutes.
	Whitmore -	1 51 „	2 13 „	2 17 „	1 minute.
	Crewe - -	2 13 „	2 36 „	2 56 „	5 minutes.
„ 5	Euston - -	- - -	- - -	8 50 p.m.	5 minutes.
	Warrington -	3 9 a.m.	3 25 a.m.	3 35 a.m.	5 minutes.
„ 8	Euston - -	- - -	- - -	8 47 p.m.	2 minutes.
	Stafford - -	1 16 a.m.	1 21 a.m.	1 30 a.m.	2 minutes.
„ 9	Euston - -	- - -	- - -	8 50 p.m.	5 minutes.
„ 11	Tamworth -	12 25 a.m.	12 46 a.m.	12 57 a.m.	1 minute.
	Crewe - -	2 13 „	2 48 „	3 7 „	4 minutes.
	Warrington -	3 9 „	3 53 „	3 59 „	1 minute.
„ 12	Warrington -	3 9 a.m.	3 15 a.m.	3 23 a.m.	3 minutes.
„ 14	Warrington -	3 9 a.m.	5 16 a.m.	5 25 a.m.	4 minutes.
„ 16	Tamworth -	12 25 a.m.	12 27 a.m.	12 38 a.m.	1 minute.
„ 17	Tamworth -	12 25 a.m.	12 28 a.m.	12 46 a.m.	8 minutes.
„ 18	Euston - -	- - -	- - -	8 59 p.m.	11 minutes.
	Crewe - -	2 13 a.m.	2 39 a.m.	2 58 a.m.	4 minutes.
	Warrington -	3 9 „	3 44 „	3 52 „	3 minutes.
	Newton Bridge	3 23 „	4 10 „	4 14 „	2 minutes.
„ 19	Warrington -	3 9 a.m.	3 10 a.m.	3 18 a.m.	3 minutes.
	Newton Bridge	3 23 „	3 31 „	3 36 „	3 minutes.
	Wigan - -	3 37 „	3 49 „	3 55 „	3 minutes.
„ 21	Euston - -	- - -	- - -	8 50 p.m.	5 minutes.
	Tamworth -	12 25 a.m.	12 27 a.m.	12 38 a.m.	1 minute.
„ 23	Euston - -	- - -	- - -	8 55 p.m.	10 minutes.
	Tamworth -	12 25 a.m.	12 38 a.m.	12 49 a.m.	1 minute.
„ 25	Euston - -	- - -	- - -	8 56 p.m.	11 minutes.
	Crewe - -	2 13 a.m.	2 22 a.m.	2 44 a.m.	7 minutes.
„ 26	Tamworth -	12 25 a.m.	12 30 a.m.	12 42 a.m.	2 minutes.
	Warrington -	3 9 „	3 25 „	3 34 „	4 minutes.

Appendix, No. 7.

RETURN showing the DETENTION of the UP NIGHT MAIL TRAIN between *Liverpool* and *London*, on Post-office Service, during the Month of November 1853.

DATE.	STATION.	Time Due.	Time of Arrival.	Time of Departure from Station.	Extra Delay by Post-office Service.
		H. M.	H. M.	H. M.	
November 1	Tamworth -	12 42 p.m.	1 28 a.m.	1 37 a.m.	4 minutes.
„ 11	Tamworth -	12 42 p.m.	12 44 p.m.	12 51 p.m.	2 minutes.
„ 12	Tamworth -	12 42 p.m.	12 49 p.m.	12 55 p.m.	1 minute.
	Bletchley - -	3 3 a.m.	3 17 a.m.	3 21 a.m.	2 minutes.
„ 17	Stafford - -	11 54 p.m.	12 0 p.m.	12 6 p.m.	2 minutes.
„ 19	Tamworth -	12 42 „	12 46 „	12 52 „	1 minute.
„ 25	Crewe - -	10 50 „	10 55 „	11 8 „	3 minutes.
„ 26	Stafford - -	11 54 „	12 7 „	12 13 „	2 minutes.
„ 29	Tamworth -	12 42 „	12 46 „	12 58 „	7 minutes.

9 May 1854.

R. Savill,
Assistant Secretary.

Appendix, No. 8.

Appendix, No. 8. STATEMENT showing the probable effect upon *Dublin* of the proposed Accelerations, Nos. 3 and 4, referred to in Statements Nos. 15 and 16, appended to Mr. *Hill's* Memorandum on the proposed Use of the Great Northern Railway.—(Appendix, No. 3, p. 505).

Probable Despatch from Dublin:

	From the Post-office.
Under Acceleration No. 3 - - -	1·20 P.M. (Dublin time).
„ „ No. 4 - - -	1·20 „ „

Probable Arrival in Dublin:

	At the Post-office.
Under Acceleration No. 3 - - -	10·5 A.M. (Dublin time).
„ „ No. 4 - - -	10·5 „ „

Appendix, No. 8.

York, Newcastle, and Berwick Railway.

Copy of Lord *Blandford's* Award.

Sir, 10 April 1854.

I have carefully considered the cases which have been submitted to me by Captain Huish and yourself on the part of the Post-office, and the York, Newcastle, and Berwick Railway Company respectively, for the conveyance of mails along that line; and I am prepared to make the following award for remuneration, to be paid by the Post-office, to the company for that service:—

1. For the down day-mail, leaving York at 4·15 P.M., and arriving at Berwick at 8·20 P.M., from the 1st of April to the 30th June 1853 inclusive, the sum of 2*s.* 6*d.* per mile.

2. For the up and down night-mail, leaving York and Berwick at 5·55 A.M. and 1·25 P.M. respectively. I must remark that on this point there is a discrepancy of statement between Captain Huish and yourself. The time for which this service has to be considered is from April 6th to May 31st inclusive, as to the service between York and Newcastle, and from the 1st of April to May 31st inclusive, as to that between Newcastle and Berwick, when a new notice was issued respecting it. You have only considered the service of the trains between Newcastle and Berwick as requiring adjudication; while, by Captain Huish's statement, I gather that the company require a new award for the service performed over the whole distance between York and Berwick.

I conceive that the company are entitled to this, and therefore I should award an average sum for the service of these trains between York and Berwick, between the above-mentioned dates, of 1*s.* 6*d.* per mile.

3. For the up day-mail, leaving Berwick at 8·35 P.M., the period for which this service has to be determined is from 6th April to 30th June 1853, as to the service between York and Newcastle, and from 1st April to the 30th June as to that between Newcastle and Berwick; and for this service I should award an average sum of 1*s.* 8*d.* per mile.

4. For the day-mail service under notice of the 31st May 1853, for the up day-mail leaving Berwick at 8·35 P.M., an average sum of 3*s.* per mile; for the down day-mail (express), leaving York at 2·40 P.M., an average sum of 1*s.* per mile.

5. For the night mail service, under notice of 29th April 1853, leaving York and Berwick at 4·45 A.M. and 3·14 P.M. respectively, an average sum of 3*s.* per mile.

I am, &c.
(signed) *Blandford.*

Captain Williams.

Former and Present Payments to the York, Newcastle, and Berwick Railway Company.

SERVICES.	Former Payments.		Payments under Award.	
	Per Diem.	Per Annum.	Per Diem.	Per Annum.
York and Gateshead:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Down day-mail, at 1*s.* per mile -	4 3 9	1,310 13 9		
Up day-mail, at 1*s.* 3*d.* „ -	5 4 8	1,910 10 11		
Down night-mail, at 7*d.* „ -	2 8 10¼	891 11 9		
Up night-mail, at 7*d.* „ -	2 8 10¼	891 11 9		
Day and night mails between Gateshead and Berwick - -	11 9 6¼	4,110 15 1¼		
	£	9,115 3 3¼		
York and Berwick, 153¾ miles:				
Down day-mail - - - - - -	at 1*s.* per mile		7 13 9	2,406 3 9
Up day-mail - - - - - -	at 3*s.* „		23 1 3	8,417 16 3
Down night-mail - - - - - -	at 3*s.* „		23 1 3	8,417 16 3
Up night-mail - - - - - -	at 3*s.* „		23 1 3	8,417 16 3
			£.	27,659 12 6

Appendix, No. 8.

COPY of INSTRUCTIONS given by the Postmaster-general to Mr. *Edward Page* to proceed to the *Potteries*.

I DO not see any reason for delaying the arrangements for a day mail by the North Staffordshire line on account of the public meeting, at which Mr. Churchill announces that the question of night trains on that line is to be considered, especially as no day is fixed for the meeting.

It is desirable that the arrangements for the day mail should go forward with as little loss of time as possible.

As Mr. Churchill's hands appear to be full, and matters connected with the recent acceleration in his district require careful attention, I wish Mr. Edward Page to proceed to the Potteries and to Macclesfield, and to endeavour to expedite the arrangements for the day mails to those places, and report upon any difficulties which may still stand in the way.

If necessary, instruct Mr. Churchill and Mr. Godby to meet Mr. Edward Page wherever may be most convenient.

(signed) *Canning*.

15 August 1853.

COPY of Mr. *Edward Page's* REPORT on the *Pottery* Day Mail.

Sir, General Post Office, 27 August 1853.

I BEG to report that, in obedience to the directions of the Postmaster-general I proceeded to Newcastle and Stoke, and met Mr. Churchill and Mr. Godby, with whom I went fully into the question of the proposed use of the North Staffordshire Railway for the conveyance of the day mails.

I found that, previous to my arrival, Mr. Godby had already acted upon the Postmaster-general's instructions, so far as Macclesfield is concerned, by explaining to some of the principal inhabitants the nature and extent of the change which the conveyance of the day aud local mail to that town by the North Staffordshire line would occasion. This report of the 20th instant inclosed, shows that the inhabitants desire no change at all, if it is to be confined to the day mails, their great object being to remove what they persist in considering the insecurity of the conveyance of the night mail by cart. Mr. Godby, it will be seen, has made arrangements for a further meeting with the inhabitants, which cannot, however, take place until the return of the mayor from Scarborough, when an early day will be fixed for the purpose.

With respect to the Potteries and Congleton, I found, on going carefully into the details of the proposed changes with Mr. Churchill and Mr. Godby, that the plan suggested by Mr. Churchill in his report of the 28th May last, might, with some modifications, be put into such a shape as would render it, on the whole, an important improvement to all the places concerned, instead of entailing loss of time, as Mr. Churchill at first supposed. To effect this object it will be necessary to raise Stoke to a post-town, and to make it the centre of distribution for both the day and night mails to the rest of the Potteries, except Newcastle itself, which I think should not be reduced to a sub-office. Newcastle is a much larger and more populous town than Stoke, and between the two, there appears to exist some little jealousy as to which should be the post town for the distribution of the correspondence to the rest of the Potteries. Had the main line of railway run through Newcastle, it would probably have been desirable to have continued to perform at that office the sorting for the other Pottery towns; but as Newcastle is on a branch line only, while Stoke is the most important station and junction on the main line, the Post-office has, I think, no alternative but to adapt its arrangements to the altered circumstances of the case. I propose, however, to retain Newcastle as a post-town, and besides continuing to it all the accommodation it now enjoys, to afford it a later despatch, by about half-an-hour, of its local day mail, the delivery of that mail remaining as at present.

Assuming, therefore, that the interests of the majority of the Pottery towns will be best consulted by making Stoke the sorting office, it is obvious that much time will be saved by having the sorting performed at the station, which is about half a mile from the centre of the town. The two rooms at the station, lately offered by the railway company for a rent of 20*l.* a year, are in every respect well suited for the purpose, and it will be advisable, at once, to secure the use of them, by accepting the company's offer. I called at the station with the view of seeing the secretary of the company, but he was, unfortunately, absent for about a fortnight. I saw the manager, however, and informed him that there was every probability that the Post-office would now make use of these rooms, and that I presumed the rent demanded included the supply of gas, which is already laid on. He could give me no definite answer on this point, but Mr. Churchill will probably be able to arrange it without much difficulty, the railway company being anxious that the rooms should be used

used by the Post-office. I propose to use the station-office merely as a sorting-office, on the same plan as that at the Derby station, and not to make it the Post-office for the town, for which its situation renders it very unfitted. The Postmaster will still have to provide a regular office in the town for the transaction of the ordinary business of the Post-office, the money order duty, &c. A letter-box may, I think, be advantageously placed at the station, as is done at Derby; the box to be closed at an earlier hour than that at the town office, to which it will be subordinate. The letters posted in it can be collected three times a day by the stamper, as a part of his duty. Mr. Churchill will furnish an estimate of the probable cost of the requisite fittings for the station-office. Appendix, No. 8.

The trains on the North Staffordshire Railway which it will be desirable to employ, are the following:—

	Present Arrival at Post-office.	
1st.—The train leaving Stafford at 2·5 P.M., reaching the station at Stone, at - - - - - 2·19 P.M.	2·20 P.M.	The London day-mail, due at Stafford at 1.10 p.m.
Stoke - - - - - - 2·30	3·35	
Newcastle* - - - - - 2·40	2·30	Local mail, down at 11.45 a.m.
Congleton - - - - - 3·5	4·40	Local mail, up at 2.3 p.m.

This train will convey the local and London day mails combined.

	Present Despatch from Post-office.
2d.—The train leaving Newcastle station at - 11·35 A.M.	11 A.M.
Stoke - - - - 11·45	9.50

and reaching Crewe at 12·20 P.M., in time for both up and down local mails.

3d.—The train from Stone to Norton Bridge at 11·30 A.M. for conveying the local mail from Stone. The present despatch is about the same hour.

The distance over which the company will thus convey bags is, according to their printed time table,

Stafford to Stone, Stoke, Newcastle and Congleton - - - - -	30½ miles.
Newcastle, to Stoke and Crewe - - - - - - - -	17 „
Stone to Norton Bridge - - - - - - - - -	3¾ „
Miles - - -	51¼

which, at 2*d.* a mile, the mileage agreed upon, will amount for six days a week, to a payment of about 133*l.* 13*s.* 6*d.* a year.

Under this arrangement, Congleton will have no despatch of the return local mail. Mr. Churchill informs me that it has none at present, but I think that, if application be made for it, it ought to be granted, by using a train from Congleton to Harecastle junction, six miles, at a cost of 1*s.* a day, or 15*l.* 13*s.* a year.

If Macclesfield should hereafter wish to have its day and local mail by railway, the change can be made without any difficulty by merely extending the use of the trains above proposed.

The working of the rides conveying the day and local mails to and from the Pottery sub-offices will be as follows:—

STOKE AND LAWTON RIDE.

	Present.			*Present.*
Leave Stoke - at 3·5 P.M.			Leave Lawton - at 9·50 A.M.	9·0 A.M.
Reach Hanley - 3·19	- - 3·39 P.M.		Kidsgrove 9·59	- - 9·9
Cobridge 3·25	- - 3·45		Golden Hill 10·17	- - 9·20
Burslem 3·34	- - 3·45		Tunstall 10·26	- - 9·40
Longport 3·40	- - 3·20		Longport 10·35	- - 10·5
Tunstall 3·49	- - 3·55		Burslem 10·41	- - 9·50
Golden Hill 3·58	- - 4·25		Cobridge 10·50	- - 9·30
Kidsgrove 4·16	- - 4.43		Hanley 10·56	- - 9·36
Lawton 4·25	- - 4·45		Reach Stoke - at 11·0	

STOKE

* The delivery at Newcastle will be no later than it now is, because that office will be relieved of the sorting for the other Pottery towns.

Appendix, No. 8.

STOKE AND LONGTON RIDE.

		Present.			Present.
Leave Stoke	at 3·5 P.M.		Leave Longton	at 10·30 A.M.	9·30 A.M.
Reach Fenton	3·15	3·45 P.M.	Fenton	10·50	9·40
Longton	3·35	3·55	Reach Stoke	11·0	

At Stoke itself the arrival will, as before shown, be an hour earlier, and the despatch nearly two hours later.

It will be seen that every place will enjoy a somewhat earlier arrival, except Longport, but the 20 minutes which this place will apparently lose in the arrival it will more than gain in the despatch. Practically, I think the arrival will seldom be later than it now is.

The arrangements above suggested will give the Potteries a day mail from London, but none to London. On this point I had an opportunity, when at Stoke, of consulting two gentlemen, (Mr. Ridgway and Mr. Hollins) who had been deputed at a meeting of some of the most influential inhabitants of the Potteries, to take such steps as they might think proper for obtaining from the Post-office the improvements for which they have at various times applied. Accompanied by Mr. Churchill I called upon these gentlemen, and explained to them that if a return day mail to London were granted, it would involve a much earlier instead of a later despatch in the morning of the local mail, and that the arrival of the letters in London would not be until 5 P.M., too late for any useful delivery, and sometimes (owing to the irregularity of the train) too late for the bags to be opened at all that evening. They at once stated that a later despatch of the local mail would be a far greater boon to them than such a return London mail as I described, and they begged that the latter question might be at once abandoned. They expressed themselves perfectly satisfied with the arrangements which I explained to them as contemplated by the Post-office as regards the day and local mails.

I am glad to be able to report, that on the transfer of the sorting from Newcastle to Stoke, it will be practicable to afford a much later despatch of the night mail rides than at present; and by thus increasing the interval for reply between the arrival of the day and local mails, and the despatch of the night mail, considerable benefit will be conferred on the inhabitants. The present and proposed arrivals and despatches of the night mail are stated below:—

STOKE AND LAWTON RIDE.

		Present.			Present.
Leave Stoke	at 5·0 A.M.		Leave Lawton	at *7·10** P.M. ~~7·40~~	7·0 P.M.
Reach Hanley	5·14	5·39 A.M.	Kidsgrove	*7·19* ~~7·49~~	7·9
Cobridge	5·20	5·45	Golden Hill	*7·37* ~~8·7~~	7·20
Burslem	5·29	5·40	Tunstall	*7·46* ~~8·16~~	7·40
Longport	5·35	5·20	Longport	*7·55* ~~8·25~~	8·0
Tunstall	5·44	6·0	Burslem	*8·1* ~~8·31~~	7·50
Golden Hill	5·53	6·20	Cobridge	*8·11* ~~8·41~~	7·30
Kidsgrove	6·11	6·31	Hanley	*8·16* ~~8·46~~	7·36
Lawton	6·20	6·40	Reach Stoke	*8·30* ~~9·0~~	

STOKE AND LONGTON RIDE.

		Present.			Present.
Leave Stoke	at 5·0 A.M.		Leave Longton	at 8·30 P.M.	7·30 P.M.
Reach Fenton	5·10	5·35 A.M.	Fenton	8·50	7·50
Longton	5·30	5·45	Reach Stoke	9·0	

Newcastle can despatch its night mail at 10·15 P.M. instead of 10 P.M., and Stoke at 10 P.M. instead of 7·50 P.M., being a gain in the latter case of upwards of two hours.

There

* Subsequently altered, as shown by the *italic* figures.

There are at present three separate rides serving the Pottery sub-offices (besides the Leek and Trentham rides). In future, two rides will suffice for serving all the offices except Etruria and Woolstanton, which it is proposed to serve twice daily by a messenger from Stoke at wages of 14 *s.* a week. These two places may probably complain at being deprived of a ride; but their correspondence is of small amount, and they will still enjoy every reasonable accommodation.

Etruria, 296 letters a week.
Woolstanton 132 ditto.

For the reasons already given by Mr. Churchill, it will be necessary to transfer the postmaster of Newcastle to Stoke, and the sub-postmistress of Stoke to Newcastle. Mr. Churchill suggests the transfer of only three of the four clerks from Newcastle to Stoke, as the town duty at Newcastle will be considerable, and the rides to Leek and Trentham will still be despatched from that office. The duty at Stoke will consequently be not so heavy as that now performed at Newcastle; and it is hoped that three clerks, with the assistance of a stamper, will be found sufficient.

The interval at Stafford between the arrival of the up local mail from Liverpool and Manchester, and the despatch of the North Staffordshire train, is only two minutes. As this margin is so short, it will be desirable to drop the up bags for the Potteries at Norton Bridge, to be taken up there by the North Staffordshire train, an arrangement which will lessen the risk of any failure from a late arrival of the up local mail train. For taking charge at Norton Bridge of the bags in question, as well as those from Stone which will arrive by a separate train, I propose that an allowance of 5 *l.* a year may be paid to the station master.

Stoke and Newcastle should exchange bags with the up and down day-mail travelling office; a duty which, Mr. Benthall informs me, that office can undertake without any difficulty.

The changes proposed in this report are so framed that they will require no alteration whatever, if the night mail should hereafter be placed on the North Staffordshire Railway. Mr. Ridgway and Mr. Hollins, the two gentlemen I have before alluded to, strongly pressed the night mail question upon me when I saw them respecting the day mail. They appeared to be under an impression, that if the night mail were conveyed upon the North Staffordshire line, the Post-office would be able to dispense with the night mail train between Crewe and Manchester, and to save the cost of it in aid of the payment to the North Staffordshire Company. I showed them that this was not possible; and pointed out that, even if it were, the Post-office would save nothing, under its contract with the London and North-western Company, by any such diminution of service, and that, consequently, any payment to the North Staffordshire Company would be additional expenditure. Mr. Ridgway, who is a director of the North Staffordshire Company, appeared satisfied that the Post-office could take no further steps, at present, with respect to the night mail, and that it rested with the railway company to decide whether they could put on night trains, and undertake the mail service for a moderate charge; and he promised to use his best endeavours to effect this object.

I inclose a statement, showing, in detail, the present and proposed arrangements and expenditure, the result being an estimated saving of 29 *l.* 8 *s.* 9 *d.* a year. The whole of the local allowances, salaries, &c., are given on Mr. Churchill's recommendation; as my own want of experience in a surveyor's duty and absence of local knowledge prevent me, of course, from forming any correct judgment on such points. So far, however, as I am able to form an opinion, they appear to me fair and proper.

I beg leave to add, that Mr. Churchill and Mr. Godby informed me that they fully concurred in all the alterations I have enumerated; and Mr. Churchill will be prepared to carry the measure into effect, on receiving the Postmaster-general's instructions to that effect. Some little time will, however, be required for terminating the present contracts and entering into new ones, as well as for the exchange of the postmasters and clerks.

I am, &c.,

(signed) *Edward J. Page.*

J. Tilley, Esq.
&c. &c. &c.

STATEMENT OF EXPENSE.

REPORT of Alterations of Expenditure for the Accountant-general.

CHARGE.	Per Annum. £. s. d.
North Staffordshire Railway: Payment for Trains from—	
Stafford to Newcastle and Stoke to Congleton - Newcastle to Crewe - Stone to Norton Bridge - 51¼ miles at 2*d.* a mile -	133 13 6
Whitmore to Newcastle and Stoke: Night ride (estimated) - - -	80 – –
Stone: Allowance for meeting trains at station - - - - - - -	7 16 6
Congleton and Holmes Chapel: Night ride (estimated) - - - - - -	50 – –
Congleton: Allowance for meeting trains at station - - - - - - -	7 16 6
Stoke to Lawton: Double ride (estimated)	150 – –
Stoke to Longton: Double ride (estimated)	50 – –
Stoke to Etruria, Wolstanton: Messenger twice daily, including delivery -	36 10 –
Norton Bridge: Allowance to station master for charge of bags - - -	5 – –
Etruria: Salary of sub-deputy - -	5 – –
Wolstanton: Ditto - - - - -	5 – –
Stoke:	
Postmaster's salary - - -	170 – –
Three Clerks, 1 at 70*l.*; 2 at 50*l.* -	170 – –
Two Letter-carriers, 10*s.* a-week each	52 2 4
Stamper, to include conveyance of bags between station and post-office - - - - - - -	36 10 –
Rent of office at station - - -	20 – –
Newcastle:	
Salary of Postmistress - - -	70 – –
Clerk - - - - - - -	50 – –
Three Letter-carriers, at 12*s.* a-week each - - - - - - -	93 17 –
Allowance for meeting trains at station	7 16 6
£.	1,201 2 4

DISCHARGE.	Per Annum. £. s. d.
Whitmore and Newcastl: Double ride, to cease - - - - - - -	150 – –
Norton Bridge and Stone: Day mail messenger, to cease - - - -	26 1 5
Congleton and Holmes Chapel: Double ride, to cease - - - - - -	73 – –
Present cost of three double daily rides from Newcastle to the Pottery Towns	345 – –
Double ride between Tunstall and Lawton	60 – –
Stoke: Salary of Sub-postmistress -	30 – –
Letter-carriers' wages - - - -	30 5 –
Etruria: Salary and delivery - -	10 – –
Wolstanton: Ditto - - - -	10 – –
Newcastle:	
Salary of Postmaster - - -	170 – –
Four Clerks, 1 at 70*l.*; 3 at 50*l.* -	220 – –
Three Letter-carriers - - -	106 4 8
	1,230 11 1
Deduct - - -	1,201 2 4
Estimated saving £.	29 8 9

Appendix, No. 9.

LETTER from Captain *Galton*, R. E., to *J. Wilson Patten*, Esq., M. P., Chairman, enclosing Returns of the Time Tables of the Express Trains on the Caledonian, Chester and Holyhead, Great Northern, Lancaster and Carlisle, London and North Western, Midland, North British, York and North Midland, and York, Newcastle, and Berwick Railways. Appendix, No. 9.

Railway Department, Board of Trade,
Whitehall, 18 May 1854.

Sir,

In pursuance of the Order of the Select Committee of the House of Commons on the Conveyance of Mails by Railway, dated 28 March last, I am directed by the Lords of the Committee of Privy Council for Trade, to transmit to you the enclosed Returns of the Time Tables of the Express Trains on the Railways named in the enclosed List running between London and Glasgow, London and Aberdeen, London and Edinburgh, and London and Holyhead. Nine Enclosures.

My Lords have not procured the information required by the Order respecting Mail Trains, as it was intimated to their Lordships by the authorities at the Post-office, that that department would supply the particulars relative to those trains.

I am, &c.

(signed) *Douglas Galton*, Captain, R. E.

John Wilson Patten, Esq., M. P.,
Chairman of Committee on Conveyance of
Mails by Railway.

Caledonian.
Chester and Holyhead.
Great Northern.
Lancaster and Carlisle.
London and North Western.
Midland.
North British.
York and North Midland.
York, Newcastle, and Berwick.

CALEDONIAN RAILWAY.

WORKING of the 5.22 P. M. Down Express, Carlisle to Glasgow.—October, November, and December 1853.

DATE.	Carlisle. Departure.	Glasgow. Arrival.	Early.	Late.	Caledonian Railway Lost.	Caledonian Railway Gained.
	P. M.	P. M.				
October 1	5 22	8 20	5	–	–	5
2	- - Sunday.					
3	6 18	9 10	–	45	–	–
4	5 22	8 20	5	–	–	5
5	5 22	8 28	–	3	3	–
6	5 23	8 20	5	–	–	5
7	5 30	8 30	–	5	–	3
8	5 27	8 40	–	15	10	–
9	- - Sunday.					
10	5 24	8 20	5	–	–	7
11	5 28	8 20	5	–	–	1
12	5 23	8 30	–	5	4	–
13	5 23	8 25	–	–	–	1
14	5 32	8 50	–	25	15	–
15	5 30	8 25	–	–	–	8
16	- - Sunday.					
17	5 22	8 25	–	–	–	–
18	5 22	8 20	5	–	–	5
19	5 22	8 25	–	–	–	–
20	6 4	9 2	–	37	–	5
21	5 30	8 30	–	5	–	3
22	5 32	8 26	–	1	–	–
23	- - Sunday.					
24	5 22	8 21	4	–	–	4
25	5 22	8 20	5	–	–	5
26	5 37	8 40	–	15	–	–
27	5 40	8 39	–	14	–	4
28	5 44	8 39	–	14	–	8
29	5 51	8 43	–	18	–	11
30	- - Sunday.					
31	5 22	8 24	1	–	–	1

DATE.	Carlisle. Departure.	Glasgow. Arrival.	Early.	Late.	Caledonian Railway Lost.	Caledonian Railway Gained.
	P. M.	P. M.				
November 1	5 22	8 29	–	4	4	–
2	5 27	8 25	–	–	–	5
3	5 32	8 32	–	7	–	3
4	5 27	8 24	1	–	–	6
5	5 22	8 20	5	–	–	5
6	- - Sunday.					
7	5 25	8 30	–	5	–	–
8	5 24	8 20	5	–	–	7
9	5 40	8 30	–	5	–	13
10	5 32	8 25	–	–	–	10
11	5 40	8 25	–	–	–	18
12	5 35	8 30	–	5	–	8
13	- - Sunday.					
14	5 30	8 25	–	–	–	8
15	5 32	8 25	–	–	–	10
16	5 27	8 25	–	–	–	5
17	5 24	8 55	–	30	28	–
18	5 27	8 25	–	–	–	5
19	5 22	8 25	–	–	–	–
20	- - Sunday.					
21	5 22	8 20	5	–	–	5
22	5 24	8 20	5	–	–	7
23	5 28	8 21	4	–	–	10
24	5 23	8 21	4	–	–	5
25	5 22	9 15	–	50	50	–
26	6 7	9 12	–	47	2	–
27	- - Sunday.					
28	5 28	8 25	–	–	–	6
29	5 35	8 30	–	5	–	8
30	5 22	8 24	1	–	–	1

DATE.	Carlisle. Departure.	Glasgow. Arrival.	Early.	Late.	Caledonian Railway Lost.	Caledonian Railway Gained.
	P. M.	P. M.				
December 1	– –	– –	–	–	–	–
2	5 26	8 25	–	–	–	4
3	5 27	8 31	–	6	1	–
4	- - Sunday.					
5	6 40	9 40	–	75	–	3
6	5 40	8 40	–	15	–	3
7	5 27	8 25	–	–	–	5
8	5 32	8 40	–	15	5	–
9	5 45	8 50	–	25	2	–
10	6 10	9 30	–	65	17	–
11	- - Sunday.					
12	5 25	8 22	3	–	–	6
13	5 42	8 50	–	25	5	–
14	5 30	8 25	–	–	–	8
15	5 30	8 27	–	2	–	6
16	5 45	8 55	–	30	7	–
17	5 32	8 26	–	1	–	9
18	- - Sunday.					
19	5 38	8 38	–	13	–	3
20	5 30	8 36	–	11	3	–
21	5 25	8 23	2	–	–	5
22	5 40	8 40	–	15	–	3
23	5 40	9 15	–	50	32	–
24	5 30	8 40	–	15	7	–
25	- - Sunday.					
26	5 57	9 5	–	40	5	–
27	5 49	8 55	–	30	3	–
28	5 35	8 40	–	15	2	–
29	5 33	8 27	–	2	–	9
30	5 41	8 50	–	25	6	–
31	5 32	8 45	–	20	10	–

WORKING of the 5.22 P. M. Down Express, Carlisle to Edinburgh,—October, November, and December 1853.

DATE.	Carlisle. Departure.	Edinburgh. Arrival.	Early.	Late.	Caledonian Railway. Lost.	Caledonian Railway. Gained.
	P. M.	P. M.				
October 1	5 22	8 2	–	2	–	4
2	- - Sunday.					
3	6 18	8 59	–	59	–	4
4	5 22	8 4	–	4	–	6
5	5 22	8 15	–	15	–	2
6	5 23	8 12	–	12	–	3
7	5 30	8 17	–	17	1	–
8	5 27	8 20	–	20	–	5
9	- - Sunday.					
10	5 24	8 5	–	5	–	5
11	5 28	8 0	–	–	–	1
12	5 23	8 0	–	–	–	–
13	5 23	8 6	–	6	–	3
14	5 32	8 35	–	35	6	–
15	5 30	8 3	–	3	–	7
16	- - Sunday.					
17	5 22	8 0	–	–	–	–
18	5 22	8 0	–	–	–	3
19	5 22	8 5	–	5	–	5
20	6 4	8 40	–	40	–	–
21	5 30	8 15	–	15	–	1
22	5 32	8 20	–	20	2	–
23	- - Sunday.					
24	5 22	8 0	–	–	–	–
25	5 22	8 5	–	5	–	3
26	5 37	8 26	–	26	3	–
27	5 40	8 22	–	22	–	3
28	5 44	8 25	–	25	–	–
29	5 51	8 45	–	45	12	–
30	- - Sunday.					
31	5 22	8 0	–	–	–	5

DATE.	Carlisle. Departure.	Edinburgh. Arrival.	Early.	Late.	Caledonian Railway. Lost.	Caledonian Railway. Gained.
	P. M.	P. M.				
November 1	5 22	8 5	–	5	–	–
2	5 27	8 10	–	10	–	–
3	5 32	8 20	–	20	–	–
4	5 27	8 7	–	7	–	8
5	5 22	8 3	–	3	–	–
6	- - Sunday.					
7	5 25	8 6	–	6	–	3
8	5 24	8 5	–	5	–	2
9	5 40	8 13	–	13	–	4
10	5 32	8 12	–	12	–	1
11	5 40	8 20	–	20	5	5
12	5 35	8 25	–	25	–	–
13	- - Sunday.					
14	5 30	8 10	–	10	4	–
15	5 32	8 8	–	8	–	–
16	5 27	8 0	–	–	–	4
17	5 24	8 30	–	30	3	–
18	5 27	8 6	–	6	–	–
19	5 22	8 0	–	–	–	2
20	- - Sunday.					
21	5 22	8 0	–	–	–	–
22	5 24	8 2	–	2	–	3
23	5 28	8 3	–	3	–	–
24	5 23	8 0	–	–	–	–
25	5 22	7 55	5	–	–	5
26	6 7	8 57	–	57	–	1
27	- - Sunday.					
28	5 28	8 2	–	2	–	3
29	5 35	8 5	–	5	–	5
30	5 22	8 0	–	–	–	2

DATE.	Carlisle. Departure.	Edinburgh. Arrival.	Early.	Late.	Caledonian Railway. Lost.	Caledonian Railway. Gained.
	P. M.	P. M.				
December 1	– –	– –	–	–	–	–
2	5 26	8 8	–	8	–	1
3	5 27	8 10	–	10	–	3
4	- - Sunday.					
5	6 40	9 15	–	75	–	5
6	5 40	8 23	–	23	–	2
7	5 27	8 4	–	4	–	2
8	5 32	8 12	–	12	–	6
9	5 45	8 34	–	34	–	1
10	6 10	8 55	–	55	–	–
11	- - Sunday.					
12	5 25	8 15	–	15	2	–
13	5 42	8 28	–	28	–	2
14	5 30	8 10	–	10	–	–
15	5 30	8 15	–	15	–	–
16	5 45	8 25	–	25	–	–
17	5 32	8 12	–	12	–	–
18	- - Sunday.					
19	5 38	8 29	–	29	–	1
20	5 30	8 25	–	25	–	–
21	5 26	8 0	–	–	–	5
22	5 40	8 22	–	22	–	8
23	5 40	8 29	–	29	–	1
24	5 30	8 12	–	12	4	–
25	- - Sunday.					
26	5 57	8 40	–	40	–	3
27	5 49	—	–	–	–	–
28	5 35	8 24	–	24	–	2
29	5 33	8 17	–	17	1	–
30	5 41	8 30	–	30	–	6
31	5 32	8 19	–	19	–	1

Caledonian Railway—*continued.*

Working of the 10.10 A.M. Up Express, Glasgow to Carlisle—October, November, and December 1853.

Date.	Glasgow. Departure.	Carlisle. Arrival.	Early.	Late.
	A. M.	P. M.		
October 1	10 18	1 40	–	–
2	Sunday.			
3	10 14	1 35	5	–
4	10 13	1 47	–	7
5	10 13	1 53	–	13
6	10 15	1 45	–	5
7	10 13	1 40	–	–
8	10 14	1 33	7	–
9	Sunday.			
10	10 12	1 41	–	1
11	10 12	1 40	–	–
12	10 13	1 55	–	15
13	10 12	1 45	–	5
14	10 14	1 55	–	15
15	10 12	1 41	–	1
16	Sunday.			
17	10 12	1 34	6	–
18	10 13	1 32	8	–
19	10 10	1 40	–	–
20	10 12	1 36	4	–
21	10 14	1 44	–	4
22	10 10	1 35	5	–
23	Sunday.			
24	10 12	1 38	2	–
25	10 12	1 40	–	–
26	10 14	1 47	–	7
27	10 19	1 37	3	–
28	10 15	1 39	1	–
29	10 12	1 40	–	–
30	Sunday.			
31	10 14	1 45	–	5

Date.	Glasgow. Departure.	Carlisle. Arrival.	Early.	Late.
	A. M.	P. M.		
November 1	10 14	1 57	–	17
2	10 13	1 45	–	5
3	10 14	2 1	–	21
4	10 14	1 38	2	–
5	10 13	1 35	5	–
6	Sunday.			
7	10 12	1 58	–	18
8	10 12	1 40	–	–
9	10 12	1 40	–	–
10	10 12	1 37	3	–
11	10 12	1 35	5	–
12	10 12	1 39	1	–
13	Sunday.			
14	10 10	1 40	–	–
15	10 10	1 41	–	1
16	10 15	1 37	3	–
17	10 15	1 35	5	–
18	10 10	1 32	8	–
19	10 12	1 34	6	–
20	Sunday.			
21	10 11	1 38	2	–
22	10 11	1 35	5	–
23	10 11	1 35	5	–
24	10 12	1 41	–	1
25	10 12	1 35	5	–
26	10 12	1 32	8	–
27	Sunday.			
28	10 12	1 35	5	–
29	10 12	1 45	–	5
30	10 13	1 33	7	–

Date.	Glasgow. Departure.	Carlisle. Arrival.	Early.	Late.
	A. M.	P. M.		
December 1	10 14	1 37	3	–
2	10 12	1 35	5	–
3	10 13	1 35	5	–
4	Sunday.			
5	10 12	1 37	3	–
6	10 12	1 50	–	10
7	10 14	1 39	1	–
8	10 12	1 35	5	–
9	10 12	1 35	5	–
10	10 13	1 35	5	–
11	Sunday.			
12	10 10	1 32	8	–
13	10 12	1 32	8	–
14	10 12	1 34	6	–
15	10 10	1 42	–	2
16	10 10	1 36	4	–
17	10 10	1 40	–	–
18	Sunday.			
19	10 11	1 36	4	–
20	10 11	1 38	2	–
21	10 12	1 35	5	–
22	10 11	1 36	4	–
23	10 11	1 32	8	–
24	10 12	1 36	4	–
25	Sunday.			
26	10 10	1 31	9	–
27	10 10	1 32	8	–
28	10 11	1 35	5	–
29	10 12	1 41	–	1
30	10 14	1 37	3	–
31	10 13	1 35	5	–

Caledonian Railway—*continued.*

Edinburgh and Carstairs Branch.

Working of the 10.30 A.M. Up Express, Edinburgh to Carlisle—October, November, and December 1853.

Date.	Edinburgh. Departure.	Carlisle. Arrival.	Early.	Late.
	A.M.	P.M.		
October 1	10 30	1 40	–	–
2	- - Sunday.			
3	10 33	1 35	5	–
4	10 30	1 47	–	7
5	10 32	1 53	–	13
6	10 30	1 45	–	5
7	10 30	1 40	–	–
8	10 30	1 33	7	–
9	- - Sunday.			
10	10 35	1 41	..	1
11	10 33	1 40	–	–
12	10 30	1 55	–	15
13	10 31	1 45	–	5
14	10 32	1 55	–	15
15	10 32	1 41	–	1
16	- - Sunday.			
17	10 34	1 34	6	–
18	10 31	1 32	8	–
19	10 30	1 40	–	–
20	10 36	1 36	4	–
21	10 30	1 44	–	4
22	10 30	1 35	5	–
23	- - Sunday.			
24	10 30	1 38	2	–
25	10 30	1 40	–	–
26	10 30	1 47	–	7
27	10 30	1 37	3	–
28	10 30	1 39	1	–
29	10 35	1 40	–	–
30	- - Sunday.			
31	10 30	1 45	–	5
November 1	10 33	1 57	–	17
2	10 31	1 45	–	5
3	10 33	2 1	–	21
4	10 30	1 38	2	–
5	10 30	1 35	5	–
6	- - Sunday.			
7	10 30	1 58	–	18
8	10 32	1 40	–	–
9	10 30	1 40	–	–
10	10 32	1 37	3	–
11	10 30	1 35	5	–
12	10 30	1 39	1	–
13	- - Sunday.			
14	10 30	1 40	–	–
15	10 38	1 41	–	1
16	10 31	1 37	3	–
17	10 30	1 35	5	–
18	10 35	1 32	8	–
19	10 30	1 34	6	–
20	- - Sunday.			
21	10 31	1 38	2	–
22	10 30	1 35	5	–
23	10 31	1 35	5	–
24	10 30	1 41	–	1
25	10 30	1 35	5	–
26	10 30	1 32	8	–
27	- - Sunday.			
28	10 31	1 35	5	–
29	10 31	1 45	–	5
30	10 30	1 33	7	–
December 1	10 30	1 37	3	–
2	10 30	1 35	5	–
3	10 30	1 35	5	–
4	- - Sunday.			
5	10 32	1 37	3	–
6	10 30	1 50	–	10
7	10 30	1 39	1	–
8	10 30	1 35	5	–
9	10 30	1 35	5	–
10	10 30	1 35	5	–
11	- - Sunday.			
12	10 30	1 32	8	–
13	10 30	1 32	8	–
14	10 30	1 34	6	–
15	10 37	1 42	–	2
16	10 30	1 36	4	–
17	10 30	1 40	–	–
18	- - Sunday.			
19	10 30	1 36	4	–
20	10 30	1 38	2	–
21	10 30	1 35	5	–
22	10 30	1 36	4	–
23	10 30	1 32	8	–
24	10 30	1 36	4	–
25	- - Sunday.			
26	10 30	1 31	9	–
27	10 30	1 32	8	–
28	10 30	1 35	5	–
29	10 30	1 41	–	1
30	10 30	1 37	3	–
31	10 30	1 35	5	–

Appendix, No. 9.

CHESTER AND HOLYHEAD RAILWAY.

A RETURN showing the Time of Departure of the 2.55 P.M. Down Express Train from Chester, and Arrival at Holyhead, during the Months of October, November, and December 1853.

OCTOBER.

DATE.	TRAIN.	Departure from Chester.	Arrival at Holyhead.	Minutes Lost.	Minutes Gained.	REMARKS.
	P.M.	P.M.	P.M.			
October 1	2 55	3 15	5 48	13	–	Time lost in running heavy train.
3	2 55	3 10	5 47	17	–	,, ,, ,,
4	2 55	3 13	5 59	26	–	,, ,, ,,
5	2 55	3 10	5 43	13	–	,, ,, ,,
6	2 55	3 10	5 40	10	–	,, ,, ,,
7	2 55	3 6	5 33	7	–	,, ,, ,,
8	2 55	3 13	5 36	3	–	,, ,, ,,
10	2 55	3 15	5 50	15	–	,, ,, ,,
11	2 55	3 10	5 50	20	–	,, ,, ,,
12	2 55	3 10	5 35	5	–	,, ,, ,,
13	2 55	3 17	5 40	3	–	,, ,, ,,
14	2 55	3 10	5 37	7	–	,, ,, ,,
15	2 55	3 15	6 3	28	–	,, ,, ,,
17	2 55	3 5	5 37	12	–	,, ,, ,,
18	2 55	3 10	5 35	5	–	,, ,, ,,
19	2 55	3 16	5 45	9	–	,, ,, ,,
20	2 55	3 5	5 30	5	–	,, ,, ,,
21	2 55	3 24	6 12	28	–	,, ,, ,,
22	—	—	—	—	—	
24	2 55	3 8	5 36	8	–	,, ,, ,,
25	2 55	3 2	5 28	6	–	,, ,, ,,
26	2 55	3 12	5 45	13	–	Delayed at stations with luggage.
27	2 55	3 8	5 40	12	–	
28	2 55	3 12	5 42	10	–	
29	2 55	3 15	5 45	10	–	
31	2 55	3 10	6 5	35	–	

NOVEMBER.

	P.M.	P.M.	P.M.			
November 1	2 55	3 7	5 35	8	–	
2	2 55	3 7	5 50	23	–	Detained by goods train.
3	2 55	3 5	5 22	–	3	
4	2 55	3 7	5 32	5	–	
5	2 55	3 10	5 30	–	–	
7	2 55	3 5	5 35	5	–	
8	2 55	3 5	5 55	30	–	
9	2 55	3 10	5 40	10	–	
10	2 55	3 5	5 37	12	–	
11	2 55	3 0	5 20	–	–	
12	2 55	3 5	5 30	5	–	
14	2 55	3 18	5 41	3	–	
15	2 55	3 7	5 27	–	–	
16	2 55	3 3	5 20	–	3	
17	2 55	3 9	5 27	–	–	
18	2 55	3 2	5 20	–	2	
19	2 55	3 2	5 35	10	–	
21	2 55	3 5	5 25	–	–	
22	2 55	3 2	5 25	3	–	
23	2 55	3 7	5 35	8	–	
24	2 55	3 5	5 15	–	10	
25	2 55	3 5	5 40	15	–	
26	2 55	3 8	5 25	–	3	
28	2 55	3 10	5 25	–	5	
29	2 55	3 5	5 30	5	–	
30	2 55	3 5	5 30	5	–	

CHESTER AND HOLYHEAD RAILWAY—*continued.*

Time of Departure of the 2.55 P.M. Down Express Train from Chester, &c.—*continued.*

DECEMBER.

DATE.	Train.	Departure from Chester.	Arrival at Holyhead.	Minutes Lost.	Minutes Gained.	REMARKS.
	P. M.	P. M.	P. M.			
December 1	2 55	3 7	5 21	–	6	
2	2 55	3 5	5 25	–	–	
3	2 55	3 10	5 27	–	3	
5	2 55	3 5	5 25	–	–	
6	2 55	3 10	5 28	–	2	
7	2 55	3 8	5 31	3	–	
8	2 55	3 5	5 30	5	–	
9	2 55	3 10	5 31	1	–	
10	2 55	3 36	6 23	27	–	Tender axle hot.
12	2 55	3 0	5 20	–	–	
13	2 55	3 25	5 45	–	–	
14	2 55	3 3	5 15	–	8	
15	2 55	3 8	5 37	–	1	
16	2 55	3 35	5 55	–	–	
17	2 55	3 22	5 40	–	2	
19	2 55	3 10	5 20	–	5	
20	2 55	3 15	5 35	–	–	
21	2 55	3 25	6 25	40	–	Heavy train.
22	2 55	3 18	5 50	12	–	Heavy train.
23	2 55	3 30	5 55	5	–	
24	2 55	3 25	6 5	20	–	Heavy train.
26	2 55	3 15	5 30	–	5	
27	2 55	3 23	6 10	27	–	
28	2 55	2 55	5 15	–	–	
29	2 55	3 12	5 35	3	–	
30	2 55	3 11	5 30	–	1	
31	2 55	3 10	5 36	6	–	

A RETURN showing the Time of Departure of the 2.40 P.M. Express Train from Holyhead, and Arrival at Chester, during the Months of October, November, and December 1853.

OCTOBER.

DATE.	Train.	Departure from Holyhead.	Arrival at Chester.	Minutes Lost.	Minutes Gained.	REMARKS.
	P. M.	P. M.	P. M.			
October 1 -	2 40	3 6	5 40	–	6	
3 -	2 40	3 6	5 48	2	–	
4 -	2 40	2 55	5 35	–	–	
5 -	2 40	2 57	5 35	–	2	
6 -	2 40	3 52	6 23	–	7	
7 -	2 40	2 57	5 31	–	6	
8 -	2 40	2 42	5 20	–	2	
10 -	2 40	2 42	5 22	–	–	
11 -	2 40	2 57	5 45	8	–	
12 -	2 40	2 51	5 33	2	–	
13 -	2 40	3 0	5 35	–	5	
14 -	2 40	3 8	5 41	–	7	
15 -	2 40	3 8	5 41	–	7	
17 -	2 40	3 0	5 47	7	–	
18 -	2 40	2 59	5 39	–	–	
19 -	2 40	4 0	6 40	–	–	
20 -	2 40	3 15	5 52	–	3	
21 -	2 40	3 23	6 7	4	–	
22 -	2 40	2 55	5 29	–	6	
24 -	2 40	2 47	5 20	–	7	
25 -	2 40	2 43	5 21	–	2	
26 -	2 40	3 3	5 49	6	–	
27 -	2 40	2 58	5 35	–	3	
28 -	2 40	2 51	5 33	2	–	
29 -	2 40	2 40	5 20	–	–	
31 -	2 40	4 8	7 8	–	–	

Appendix, No. 9.

CHESTER AND HOLYHEAD RAILWAY—*continued.*

Time of Departure of the 2.40 P.M. Express Train from Holyhead, &c.—*continued.*

NOVEMBER.

DATE.	Train.	Departure from Holyhead.	Arrival at Chester.	Minutes Lost.	Minutes Gained.	REMARKS.
	P. M.	P. M.	P. M.			
November 1	2 40	3 23	6 13	10	–	
2	2 40	3 5	5 43	–	2	
3	2 40	2 58	5 30	–	8	
4	2 40	2 49	5 20	–	9	
5	2 40	2 53	5 25	–	8	
7	2 40	2 40	5 22	2	–	
8	2 40	2 40	5 20	–	–	
9	2 40	2 53	5 20	–	13	
10	2 40	2 40	5 18	–	2	
11	2 40	2 40	5 16	–	4	
12	2 40	2 40	5 27	7	–	
14	2 40	2 48	5 23	–	5	
15	2 40	2 40	5 20	–	–	
16	2 40	2 45	5 20	–	5	
17	2 40	2 45	5 20	–	5	
18	2 40	2 47	5 20	7	–	
19	2 40	3 0	5 30	–	10	
21	2 40	2 43	5 20	–	3	
22	2 40	3 3	5 37	–	6	
23	2 40	2 44	5 24	–	–	
24	2 40	2 40	5 25	5	–	
25	2 40	2 55	5 30	–	5	
26	2 40	2 40	5 20	–	–	
28	2 40	2 40	5 25	5	–	
29	2 40	2 55	5 25	–	10	
30	2 40	2 40	5 20	–	–	

DECEMBER.

	P. M.	P. M.	P. M.			
December 1	2 40	2 58	5 35	–	3	
2	2 40	2 40	5 17	–	3	Arrived 3 minutes before time.
3	2 40	2 40	5 20	–	–	
5	2 40	2 48	5 25	–	–	
6	2 40	2 42	5 20	–	2	
7	2 40	2 41	5 18	–	3	Arrived 2 minutes before time.
8	2 40	2 40	5 20	–	–	
9	2 40	2 40	5 20	–	–	
10	2 40	2 40	5 30	10	–	
12	2 40	2 40	5 20	–	–	
13	2 40	3 10	5 50	–	–	
14	2 40	3 43	6 25	2	–	
15	2 40	3 10	5 50	–	–	
16	2 40	3 5	5 30	–	15	
17	2 40	2 55	5 30	–	5	
19	2 40	2 49	5 30	1	–	
20	2 40	3 40	6 15	–	5	
21	2 40	3 29	6 15	6	–	
22	2 40	4 47	7 15	–	12	
23	2 40	2 59	5 41	2	–	
24	2 40	2 51	5 24	–	7	
26	2 40	2 40	5 18	–	2	Arrived 2 minutes before time.
27	2 10	3 7	5 48	1	–	
28	2 40	3 24	6 3	–	1	
29	2 40	2 41	5 20	–	1	
30	2 40	3 15	5 50	–	5	
31	2 40	2 47	5 22	–	5	

CHESTER AND HOLYHEAD RAILWAY—*continued.* Appendix, No. 9.

RETURN showing the time of Departure of the 3.0 A.M. and 9.55 P.M. MAIL TRAINS from Chester, and their arrivals at Holyhead, during the Month of October 1853.

OCTOBER.

DATE.	Train.	Departure from Chester.	Arrival at Holyhead.	Minutes Lost.	Minutes Gained.	REMARKS.
	A.M.	A.M.	A.M.			
October 1	3 0	3 40	6 5	–	8	
2	3 0	3 10	6 5	22	–	Lost 22 minutes through engine failing.
3	3 0	3 20	5 55	2	–	
4	3 0	4 0	6 50	17	–	Lost time in running.
5	3 0	3 20	6 15	22	–	Lost time in running.
6	3 0	3 25	6 10	12	–	Lost time in running.
7	3 0	3 38	6 18	7	–	Lost time in running.
8	3 0	3 40	6 30	17	–	
9	3 0	3 35	6 5	–	3	
10	3 0	3 12	5 40	–	5	
11	3 0	3 34	6 5	–	2	
12	3 0	3 35	6 5	–	3	
13	3 0	3 56	6 40	11	–	Engine lost 11 minutes through bad coke.
14	3 0	3 10	5 47	4	–	
15	3 0	4 28	7 13	12	–	Lost time in running.
16	3 0	3 25	5 50	–	8	
17	3 0	3 10	6 0	17	–	Lost time in running.
18	3 0	3 28	6 20	19	–	Delayed at stations; engine failing.
19	3 0	3 9	5 45	3	–	
20	3 0	3 27	6 5	5	–	Engine slipping.
21	3 0	3 32	6 20	15	–	Engine failing.
22	3 0	–	–	–	–	
23	3 0	3 20	6 22	29	–	- - Lost 22 minutes in running, and
24	3 0	3 15	5 42	–	6	detained 7 minutes at Bangor.
25	3 0	3 25	6 0	2	–	
26	3 0	3 15	5 45	–	3	
27	3 0	3 20	6 0	7	–	Lost time in running.
28	3 0	3 27	6 10	10	–	Delayed at stations; engine failing.
29	3 0	3 50	6 27	4	–	
30	3 0	3 25	6 0	2	–	
31	3 0	3 10	5 55	12	–	Lost time in running.

OCTOBER.

	P.M.	P.M.	A.M.			
October 1	9 55	10 45	1 20	–	5	
2	9 55	10 6	12 36	–	10	
3	9 55	10 45	1 40	15	–	
4	9 55	10 45	1 20	–	5	
5	9 55	10 35	1 5	–	10	
6	9 55	10 50	1 48	18	–	- - Delayed at Holywell 10 minutes, attaching a horsebox and fixing signals.
7	9 55	10 55	1 45	10	–	- - Delayed by goods train being off
8	9 55	10 35	1 5	–	10	the line.
9	9 55	10 15	12 40	–	15	
10	9 55	10 30	1 15	5	–	Time lost in running.
11	9 55	10 30	1 0	–	10	
12	9 55	10 45	1 15	–	10	
13	9 55	10 35	1 0	–	15	
14	9 55	10 35	1 20	5	–	Time lost.
15	9 55	10 40	1 15	–	5	
16	9 55	10 6	12 35	–	11	
17	9 55	11 0	1 35	–	5	
18	9 55	10 35	1 8	–	7	
19	9 55	10 35	1 17	2	–	
20	9 55	10 30	1 5	–	5	
21	9 55	10 45	1 22	–	3	
22	9 55	10 25	1 0	–	5	
23	9 55	10 15	12 48	–	7	
24	9 55	10 25	1 5	–	–	
25	9 55	10 35	1 5	–	10	
26	9 55	10 55	1 29	–	6	
27	9 55	10 28	12 55	–	13	
28	9 55	10 35	1 10	–	5	
29	9 55	10 35	1 5	–	10	
30	9 55	10 2	12 35	–	7	
31	9 55	10 19	1 5	6	–	Time lost in running.

Appendix, No. 9.

Chester and Holyhead Railway—*continued.*

Time of Departure of the 3.0 A.M. and 10.25 P.M. Mail Trains from Chester, and their Arrivals at Holyhead during the Months of November and December 1853.

NOVEMBER.

DATE.	Train.	Departure from Chester.	Arrival at Holyhead.	Minutes Lost.	Minutes Gained.	REMARKS.
	A.M.	A.M.	A.M.			
November 1	3 0	6 7	8 40	–	–	
2	3 0	3 41	6 34	20	–	Time lost in running.
3	3 0	3 45	6 20	2	–	
4	3 0	3 40	6 18	5	–	Time lost in running.
5	3 0	3 52	6 20	–	5	
6	3 0	3 38	6 45	34	–	Time lost in running.
7	3 0	3 15	5 45	–	3	
8	3 0	3 30	5 50	–	13	
9	3 0	3 25	5 57	–	1	
10	3 0	3 35	6 5	–	3	
11	3 0	3 35	6 10	2	–	
12	3 0	4 5	6 30	–	8	
13	3 0	3 20	5 45	–	8	
14	3 0	3 20	5 50	–	3	
15	3 0	3 25	6 0	2	–	
16	3 0	3 25	6 0	2	–	
17	3 0	3 30	6 5	2	–	
18	3 0	3 31	6 5	2	–	
19	3 0	3 55	6 34	6	–	Time lost in running.
20	3 0	3 25	6 0	2	–	
21	3 0	3 10	5 38	–	5	
22	3 0	3 32	6 7	2	–	
23	3 0	4 28	6 57	–	4	
24	3 0	3 30	6 0	–	3	
25	3 0	3 30	5 58	–	5	
26	3 0	3 38	6 18	7	–	Delayed at stations; engine failed.
27	3 0	3 37	6 0	–	10	
28	3 0	3 10	5 47	4	–	
29	3 0	3 30	6 0	–	3	
30	3 0	3 10	5 43	–	–	

NOVEMBER.

	P.M.	P.M.	A.M.		
November 1	10 25	10 25	1 5	–	–
2	10 25	10 44	1 10	–	14
3	10 25	10 35	1 5	–	10
4	10 25	10 25	1 5	–	–
5	10 25	10 25	1 5	–	–
6	10 25	10 25	12 55	–	10
7	10 25	10 43	1 24	1	–
8	10 25	10 36	1 12	–	4
9	10 25	10 31	1 0	–	11
10	10 25	10 31	1 5	–	6
11	10 25	11 5	1 5	–	–
12	10 25	10 31	1 0	–	11
13	10 25	10 25	12 55	–	10
14	10 25	10 35	1 5	–	10
15	10 25	10 30	1 0	–	10
16	10 25	10 25	1 0	–	5
17	10 25	10 35	1 0	–	15
18	10 25	10 30	1 5	–	5
19	10 25	10 25	1 0	–	5
20	10 25	10 25	1 0	–	5
21	10 25	10 30	1 5	–	5
22	10 25	12 15	2 35	–	20
23	10 25	10 30	1 5	–	5
24	10 25	10 30	1 5	–	5
25	10 25	10 35	1 5	–	10
26	10 25	11 10	1 40	–	10
27	10 25	—	—	–	–
28	10 25	10 45	1 12	–	13
29	10 25	10 30	1 7	–	3
30	10 25	10 35	1 5	–	10

CHESTER AND HOLYHEAD RAILWAY—*continued.* Appendix, No. 9.

Time of Departure of the 3.0 A.M. and 10.25 P.M. Mail Trains from Chester, &c.—*continued.*

DECEMBER.

DATE.	Train.	Departure from Chester.	Arrival at Holyhead.	Minutes Lost.	Minutes Gained.	REMARKS.
	A.M.	A.M.	A.M.			
December 1	3 0	3 15	5 45	–	3	
2	3 0	3 40	6 10	–	3	
3	3 0	3 50	6 23	–	–	
4	3 0	3 55	6 25	–	3	
5	3 0	3 17	5 50	–	–	
6	3 0	3 45	6 15	–	3	
7	3 0	3 30	6 5	2	–	
8	3 0	3 25	5 55	–	3	
9	3 0	3 45	6 30	12	–	Engine out of order.
10	3 0	4 0	6 40	7	–	Time lost in running.
11	3 0	3 58	6 20	–	11	
12	3 0	3 14	5 47	–	–	
13	3 0	3 30	6 2	–	1	
14	3 0	3 36	5 50	–	19	
15	3 0	3 40	6 10	–	3	
16	3 0	3 49	7 30	68	–	- - Lost 1 hour and 8 minutes through
17	3 0	4 20	6 55	2	–	bad coke.
18	3 0	4 20	6 50	–	3	
19	3 0	3 5	5 33	–	5	
20	3 0	3 47	6 20	–	–	
21	3 0	3 55	6 30	2	–	
22	3 0	3 45	6 13	–	5	
23	3 0	3 32	6 0	–	5	
24	3 0	4 30	7 3	–	–	
25	3 0	3 55	6 27	–	1	
26	3 0	3 25	6 20	22	–	Time lost in running.
27	3 0	3 55	6 40	12	–	" "
28	3 0	4 0	6 45	12	–	" "
29	3 0	3 45	6 30	12	–	" "
30	3 0	8 10	10 40	–	3	
31	3 0	3 55	6 50	22	–	

DECEMBER.

	P.M.	P.M.	A.M.			
December 1	10 25	10 55	1 17	–	18	
2	10 25	10 37	1 35	18	–	Engine short of steam.
3	10 25	10 35	1 3	–	12	
4	10 25	10 25	1 0	–	5	
5	10 25	10 45	1 10	–	15	
6	10 25	10 50	1 25	–	5	
7	10 25	10 45	1 25	–	–	
8	10 25	10 45	1 17	–	8	
9	10 25	10 50	1 25	–	5	
10	10 25	10 40	1 20	–	–	
11	10 25	10 35	1 5	–	10	
12	10 25	10 45	1 10	–	15	
13	10 25	10 45	1 10	–	15	
14	10 25	10 50	1 15	–	15	
15	10 25	11 0	1 45	5	–	Lost in running.
16	10 25	10 45	1 25	–	–	
17	10 25	11 25	1 55	–	10	
18	10 25	10 25	1 5	–	–	
19	10 25	10 47	1 16	–	11	
20	10 25	10 45	1 25	–	–	
21	10 25	10 50	1 16	–	14	
22	10 25	10 45	1 14	–	11	
23	10 25	10 52	1 24	–	8	
24	10 25	10 58	1 32	–	6	
25	10 25	10 27	1 0	–	7	
26	10 25	10 45	1 15	–	10	
27	10 25	10 50	1 30	–	–	
28	10 25	10 35	1 10	–	5	
29	10 25	10 55	1 43	8	–	Lost time in running.
30	10 25	10 40	1 15	–	5	
31	10 25	10 45	2 50	85	–	

Appendix, No. 9.

CHESTER AND HOLYHEAD RAILWAY—*continued.*

RETURN showing the Time of Departure of the 2.0 A.M. and 7.20 P.M. UP MAIL TRAINS from Holyhead, and their Arrivals at Chester, during the Months of October, November, and December 1853.

OCTOBER.

DATE.	Train.	Departure from Holyhead.	Arrival at Chester.	Minutes Lost.	Minutes Gained.	REMARKS.
	A.M.	A.M.	A.M.			
October 1	2 0	2 0	4 40	–	–	
2	2 0	2 0	4 46	6	–	Delayed by slate train at Chester.
3	2 0	2 15	4 52	–	3	
4	2 0	2 0	4 47	7	–	Engine slipping.
5	2 0	2 10	4 47	–	3	
6	2 0	2 0	5 25	45	–	Engine failing through bad coke.
7	2 0	2 0	4 40	–	–	
8	2 0	2 0	4 57	17	–	Cattle train off the line.
9	2 0	2 0	4 38	–	2	
10	2 0	2 0	4 40	–	–	
11	2 0	–	–	–	–	
12	2 0	2 0	4 40	–	–	
13	2 0	2 0	4 40	–	–	
14	2 0	2 0	4 40	–	–	
15	2 0	2 0	4 40	–	–	
16	2 0	2 0	4 40	–	–	
17	2 0	2 0	5 15	35	–	Delayed at Bodorgan by cattle train.
18	2 0	2 0	4 40	–	–	
19	2 0	2 0	5 8	28	–	Engine failing.
20	2 0	2 5	4 40	–	5	
21	2 0	2 0	4 42	2	–	
22	2 0	2 5	4 53	8	–	Engine failing.
23	2 0	2 3	4 40	–	3	
24	2 0	2 0	4 47	7	–	Engine slipping.
25	2 0	2 5	4 40	–	5	
26	2 0	2 0	4 40	–	–	
27	2 0	2 0	4 45	5	–	Lost time in running.
28	2 0	2 0	4 50	10	–	Engine-axle heated.
29	2 0	2 0	4 38	–	2	
30	2 0	2 0	4 38	–	2	
31	2 0	2 18	5 13	15	–	Engine failing, and strong wind.

OCTOBER.

	P.M.	P.M.	P.M.			
October 1	7 20	7 20	10 0	–	–	
2	7 20	7 20	10 0	–	–	
3	7 20	7 20	10 10	10	–	
4	7 20	7 20	10 0	–	–	
5	7 20	7 20	10 5	5	–	
6	7 20	7 30	1 0	170	–	Cattle train off the line.
7	7 20	7 20	10 50	50	–	Cattle train off the line.
8	7 20	7 20	10 0	–	–	
9	7 20	7 20	10 2	2	–	
10	7 20	7 20	10 0	–	–	
11	7 20	7 24	9 56	–	8	
12	7 20	7 25	10 0	–	5	
13	7 20	7 24	10 0	–	4	
14	7 20	7 24	10 0	–	4	
15	7 20	7 20	10 0	–	–	
16	7 20	7 20	10 0	–	–	
17	7 20	7 21	10 15	14	–	Detained at Saltney by special train.
18	7 20	7 20	10 0	–	–	
19	7 20	7 35	10 5	–	10	
20	7 20	7 24	10 0	–	4	
21	7 20	7 35	10 28	13	–	
22	7 20	7 30	10 9	–	1	
23	7 20	7 20	10 5	5	–	
24	7 20	7 20	10 0	–	–	
25	7 20	7 20	10 0	–	–	
26	7 20	7 20	10 25	25	–	Engine failing.
27	7 20	7 20	10 10	10	–	Tender-axle heated.
28	7 20	7 20	10 5	5	–	
29	7 20	7 20	10 0	–	–	
30	7 20	7 20	10 10	10	–	
31	7 20	7 40	10 29	9	–	

CHESTER AND HOLYHEAD RAILWAY—*continued.*

Time of Departure of the 2.0 A. M. and 7.20 P. M. Up Mail Train from Holyhead, &c.—*continued.*

NOVEMBER.

DATE.	Train.	Departure from Holyhead.	Arrival at Chester.	Minutes Lost.	Minutes Gained.	REMARKS.
	A. M.	A. M.	A. M.			
November 1	2 0	2 52	5 45	13	–	Strong head wind.
2	2 0	2 53	5 37	4	–	
3	2 0	2 0	4 40	–	–	
4	2 0	2 3	4 45	2	–	
5	2 0	2 0	4 40	–	–	
6	2 0	2 0	4 40	–	–	
7	2 0	2 0	5 5	25	–	Heated axles, cause of detention.
8	2 0	2 0	4 40	–	–	
9	2 0	2 0	4 40	–	–	
10	2 0	2 0	4 40	–	–	
11	2 0	2 0	4 39	–	1	
12	2 0	2 0	4 40	–	–	
13	2 0	2 0	4 39	–	1	
14	2 0	2 4	4 44	–	–	
15	2 0	2 0	4 35	–	5	
16	2 0	2 0	4 40	–	–	
17	2 0	2 0	4 40	–	–	
18	2 0	2 0	4 40	–	–	
19	2 0	2 0	4 40	–	–	
20	2 0	2 0	4 40	–	–	
21	2 0	2 0	4 40	–	–	
22	2 0	2 0	4 50	10	–	Engine slipping.
23	2 0	2 0	4 55	15	–	Engine slipping, and thick fog.
24	2 0	2 18	4 50	–	8	
25	2 0	2 0	4 40	–	–	
26	2 0	2 0	4 40	–	–	
27	2 0	2 0	4 40	–	–	
28	2 0	–	–	–	–	
29	2 0	–	–	–	–	
30	2 0	2 0	5 15	35	–	Engine failing through bad coke.

NOVEMBER.

	P. M.	P. M.	P. M.			
November 1	7 20	7 46	10 33	7	–	
2	7 20	7 21	10 0	–	1	
3	7 20	7 23	10 0	–	3	
4	7 20	7 22	10 7	5	–	Detained at Bangor attaching tail lamp.
5	7 20	7 20	10 16	16	–	Engine failing.
6	7 20	7 20	10 0	–	–	
7	7 20	7 20	10 0	–	–	
8	7 20	7 20	10 0	–	–	
9	7 20	7 20	10 0	–	–	
10	7 20	7 20	10 0	–	–	
11	7 20	7 20	10 0	–	–	
12	7 20	7 20	10 0	–	–	
13	7 20	7 20	10 7	7	–	
14	7 20	7 20	10 45	45	–	Engine broke down.
15	7 20	7 20	10 0	–	–	
16	7 20	7 20	10 0	–	–	
17	7 20	7 20	10 0	–	–	
18	7 20	7 20	10 0	–	–	
19	7 20	7 20	10 0	–	–	
20	7 20	7 20	9 58	–	2	
21	7 20	7 20	10 0	–	–	
22	7 20	7 20	10 0	–	–	
23	7 20	7 20	10 0	–	–	
24	7 20	7 22	10 0	–	2	
25	7 20	7 32	10 0	–	12	
26	7 20	7 30	10 2	–	8	
27	7 20	7 20	10 0	–	–	
28	7 20	7 20	10 5	5	–	Engine failing.
29	7 20	7 20	10 0	–	–	
30	7 20	7 20	10 0	–	–	

Appendix, No. 9.

CHESTER AND HOLYHEAD RAILWAY—*continued.*

Time of Departure of the 2.0 A.M. and 7.20 P.M. Up Mail Trains from Holyhead, &c.—*continued.*

DECEMBER.

DATE.	Train.	Departure from Holyhead.	Arrival at Chester.	Minutes Lost.	Minutes Gained.	REMARKS.
	A. M.	A. M.	A. M.			
December 1	2 0	2 5	4 40	–	5	
2	2 0	2 7	4 45	–	2	
3	2 0	2 0	4 40	–	–	
4	2 0	2 0	4 40	–	–	
5	2 0	2 0	4 37	–	3	
6	2 0	2 0	4 36	–	4	
7	2 0	2 0	4 37	–	3	
8	2 0	2 0	4 40	–	–	
9	2 0	2 0	4 37	–	3	
10	2 0	2 0	4 40	–	–	
11	2 0	2 10	4 40	–	10	
12	2 0	2 0	4 40	–	–	
13	2 0	2 0	4 40	–	–	
14	2 0	2 27	5 5	–	2	
15	2 0	2 20	5 0	–	–	
16	2 0	2 22	5 40	38	–	Engine failing.
17	2 0	2 5	4 40	–	5	
18	2 0	2 0	4 40	–	–	
19	2 0	2 17	5 0	3	–	
20	2 0	2 10	4 50	–	–	
21	2 0	2 20	5 0	–	–	
22	2 0	2 52	5 34	2	–	
23	2 0	2 20	4 47	–	13	
24	2 0	2 10	4 37	–	13	
25	2 0	2 0	4 40	–	–	
26	2 0	2 0	4 42	2	–	
27	2 0	2 0	4 40	–	–	
28	2 0	2 40	5 23	3	–	
29	2 0	2 14	4 54	–	–	
30	2 0	2 4	4 52	8	–	Heated axles, cause of detention.
31	2 0	2 6	4 48	2	–	

DECEMBER.

	P. M.	P. M.	P. M.			
December 1	7 20	7 20	10 0	–	–	
2	7 20	7 20	10 0	–	–	
3	7 20	7 20	10 0	–	–	
4	7 20	7 20	10 0	–	–	
5	7 20	7 20	10 0	–	–	
6	7 20	7 20	10 0	–	–	
7	7 20	7 20	10 0	–	–	
8	7 20	7 20	10 0	–	–	
9	7 20	7 20	10 0	–	–	
10	7 20	7 30	10 10	–	–	
11	7 20	7 20	10 0	–	–	
12	7 20	7 23	10 0	–	3	
13	7 20	7 25	10 0	–	5	
14	7 20	7 45	10 23	–	2	
15	7 20	7 20	10 14	14	–	Engine failing through bad coke.
16	7 20	7 20	9 56	–	4	
17	7 20	7 20	10 0	–	–	
18	7 20	7 38	10 12	–	6	
19	7 20	7 25	10 0	–	5	
20	7 20	7 33	10 5	–	8	
21	7 20	7 30	10 5	–	5	
22	7 20	7 57	10 29	–	8	
23	7 20	7 33	10 12	–	1	
24	7 20	7 20	10 0	–	–	
25	7 20	7 20	10 0	–	–	
26	7 20	7 20	10 3	3	–	
27	7 20	7 40	11 15	55	–	Engine failing.
28	7 20	7 40	10 15	–	5	
29	7 20	7 20	10 0	–	–	
30	7 20	7 20	10 0	–	–	
31	7 20	7 20	10 45	45	–	Goods wagons off the line.

GREAT NORTHERN RAILWAY.

TIME TABLES of EXPRESS and FAST TRAINS between *London* and *Edinburgh*, April 1854.

London to Edinburgh, 399 ½ Miles.

STATIONS.	Express.	Fast Night Trains.	
	Week Days.	Week Days.	Sundays.
	H. M.	H. M.	H. M.
London - - dep.	9 30 a.m.	9 0 p.m.	9 0 p.m.
Hinchin - arr.	10 10	9 42	9 42
Huntingdon - -	- -	10 20	10 20
Peterborough - -	11 10	10 45	10 45
Tallington - -	- -	11 5	11 5
Grantham - -	12 0	11 41	11 41
Newark - -	12 23 p.m.	12 7 a.m.	12 7 a.m.
Retford - - -	12 50	12 35	12 35
Doncaster - -	1 18	1 5	1 5
Knottingley - -	1 42	1 32	1 32
Milford - - -	1 55	1 50	1 50
York - - -	2 20	2 25	2 25
Thirsk - - -	3 10	—	—
Darlington - -	3 50	3 50	3 50
Belmont - -	4 20	4 30	4 30
Newcastle - -	4 55	5 5	5 5
Morpeth - -	5 30	5 45	5 45
Bilton - - -	5 55	6 15	6 15
Berwick - -	6 45	7 15	7 15
Dunbar - - -	7 35	8 18	8 38
Edinburgh - -	8 20	9 15	9 55
	(*a*)	(*b*)	

Edinburgh to London, 399 ½ Miles.

STATIONS.	Express.	Fast Night Trains.	
	Week Days.	Week Days.	Sundays.
	H. M.	H. M.	H. M.
Edinburgh - dep.	9 50 a.m.	9 15 p.m.	5 55 p.m.
Dunbar - -	10 35	10 10	7 1
Berwick - -	11 25	11 15	8 35
Bilton - - -	12 10 p.m.	12 11 a.m.	9 32
Morpeth - -	12 42	- -	10 10
Newcastle - -	1 20	1 25	11 5
Belmont - -	1 45	2 0	11 40
Darlington - -	2 25	2 40	12 30 a.m.
Thirsk - - -	3 0	—	—
York - - -	4 10	4 15	4 15 p.m.
Milford - -	4 33	—	—
Knottingley - -	4 45	4 54	4 54
Doncaster - -	5 13	5 24	5 24
Retford - -	5 43	5 53	5 53
Newark - -	6 13	6 22	6 22
Grantham - -	6 35	6 50	6 50
Tallington - -	- -	7 25	7 25
Peterborough -	7 30	7 50	7 50
Huntingdon - -	7 55	8 18	8 18
Hitchin - -	8 35	9 5	9 5
Hatfield - -	- -	9 35	9 35
London - arr.	9 30	10 10	10 10
	(*c*)	(*d*)	

(*a*) Time occupied, 10 hours and 50 minutes.
There is no train proceeding northwards from Edinburgh across the Forth by the Edinburgh, Perth, and Dundee Railway after the arrival of the express from London at 8.20 p.m., and passengers, therefore, who are booked through to stations north of Edinburgh, have to go on the following morning.

(*b*) Time occupied, 12 hours and 15 minutes.
There is a train proceeding northwards from Edinburgh, across the Forth, by the Edinburgh, Perth, and Dundee Railway, at 9.45 a.m., after the arrival of the fast night train from London at 9.15 a.m, by which passengers who are booked through to stations north of Edinburgh are conveyed, reaching Perth at 12.25 p.m., Dundee at 1.5 p.m., and Aberdeen at 5.7 p.m., on week days only.
The time occupied by this train from London to Aberdeen is 20 hours and 7 minutes.
The distance from Edinburgh to Aberdeen across the Forth, *viâ* the Edinburgh, Perth, and Dundee and Aberdeen Railways is 134 ½ miles; and the distance from London (King's Cross) to Aberdeen is 534 miles.

(*c*) Time occupied, 11 hours and 40 minutes.
There is a train leaving Dundee at 6.0 a.m., and Perth at 6.30 a.m., reaching Edinburgh by the Edinburgh, Perth, and Dundee Railway, across the Forth, at 9.30 a.m., in time for the express to London at 9.50 a.m., but this train has no connexion with Aberdeen, or any station north of Dundee and Perth.

(*d*) Time occupied, 12 hours and 55 minutes.
There is a train leaving Aberdeen at 2.33 p.m., Dundee at 5.40 p.m., and Perth at 6.15 p.m., reaching Edinburgh by the Edinburgh, Perth, and Dundee Railway, across the Forth, at 9.0 p.m., in time for the fast night train to London at 9.15 p.m.
The time occupied by this train from Aberdeen to London is 19 hours and 37 minutes.

(signed) *Seymour Clarke*,
General Manager.

Great Northern Railway, 29 April 1854.

(A true copy)
J. R. Mowatt, Secretary.

Great Northern Railway—*continued.*

TABLE showing the Actual Time kept by the Express Train leaving King's Cross Station, *London*, at 9.30. a.m. and Due to arrive at *York* at 2.20. p.m. and *Edinburgh* at 8.20. p.m. during the Months of October, November, and December 1853.

DATE.	Departure from King's Cross.	Arrival at York.	Arrival at Edinburgh.
1853:	H. M.	H. M.	H. M.
October 1 - -	9 31 a.m.	2 25 p.m.	8 30 p.m.
3 - -	9 30	2 28	8 41
4 - -	9 31	2 20	8 45
5 - -	9 30	2 22	8 27
6 - -	9 30	2 20	8 45
7 - -	9 33	2 22	8 40
8 - -	9 33	2 33	8 40
10 - -	9 30	2 26	8 47
11 - -	9 32	2 22	8 55
12 - -	9 30	2 22	8 49
13 - -	9 30	2 30	8 20
14 - -	9 31	2 25	8 35
15 - -	9 30	2 25	8 27
17 - -	9 32	2 29	8 36
18 - -	9 33	2 22	8 27
19 - -	9 32	2 23	8 44
20 - -	9 30	2 23	8 35
21 - -	9 30	2 20	9 20
22 - -	9 32	2 30	8 40
24 - -	9 31	2 18	8 38
25 - -	9 31	2 22	9 12
26 - -	9 31	2 17	8 31
27 - -	9 30	2 16	8 35
28 - -	9 31	2 17	8 32
29 - -	9 30	2 21	8 20
31 - -	9 31	2 22	8 25
November 1 -	9 30 a.m.	2 19 p.m.	8 30 p.m.
2 -	9 32	2 24	8 22
3 -	9 31	2 28	8 35
4 -	9 31	2 25	8 19
5 -	9 31	2 21	8 25
7 -	9 31	2 26	8 35
8 -	9 34	2 21	8 30
9 -	9 31	2 21	8 27
10 -	9 32	2 22	8 40
11 -	9 31	2 23	8 30
12 -	9 31	2 22	8 30
14 -	9 32	2 22	8 45
15 -	9 32	2 28	8 38
16 -	9 30	2 32	8 50
17 -	9 31	2 17	8 50
18 -	9 32	2 20	8 36
19 -	9 31	2 19	8 40
21 -	9 33	2 24	8 38
22 -	9 31	2 38	8 50
23 -	9 31	2 30	8 36
24 -	9 31	2 18	8 40
25 -	9 32	2 20	8 40
26 -	9 31	2 24	8 42
28 -	9 31	2 27	8 24
29 -	9 30	2 18	8 48
30 -	9 31	2 19	9 4
December 1 -	9 30 a.m.	2 20 p.m.	8 30 p.m.
2 -	9 30	2 17	8 27
3 -	9 32	2 30	8 50
5 -	9 31	2 30	8 40
6 -	9 32	2 33	8 45
7 -	9 30	2 27	8 24
8 -	9 31	2 28	9 0
9 -	9 30	2 28	8 35
10 -	9 32	2 22	8 50
12 -	9 30	2 22	8 46
13 -	9 32	2 33	8 43
14 -	9 31	2 27	10 9
15 -	9 30	2 36	9 10
16 -	9 32	2 33	8 40
17 -	9 33	2 34	8 50
19 -	9 33	2 35	8 35
20 -	9 32	2 23	8 45
21 -	9 32	2 52	9 26
22 -	9 34	2 48	8 35
23 -	9 32	2 32	9 10
24 -	9 32	2 43	9 12
26 -	9 33	2 40	8 53
27 -	9 32	2 36	9 20
28 -	9 30	2 43	9 8
29 -	9 34	2 28	9 5
30 -	9 32	2 39	9 32
31 -	9 35	2 33	9 20

29 April 1854.

(A true copy.)

J. R. Mowatt, Secretary.

(signed) *Seymour Clarke.*

GREAT NORTHERN RAILWAY—*continued.*

TABLE showing the Actual Time kept by the FAST NIGHT TRAIN leaving King's Cross Station, *London*, at 9.15 p.m., and Due to Arrive at *York* at 2.25 a.m., and *Edinburgh* at 9.0 a.m., during the Months of October and November 1853; and of the FAST NIGHT TRAIN leaving King's Cross Station, *London*, at 9.15 p.m., and Due at *York* at 2.30 a.m., and *Edinburgh* at 9.15 a.m., during December 1853.

DATE.	Departure from King's Cross.	Arrival at York.	Arrival at Edinburgh.	DATE.	Departure from King's Cross.	Arrival at York.	Arrival at Edinburgh.	DATE.	Departure from King's Cross.	Arrival at York.	Arrival at Edinburgh.
1853:	H. M.	H. M	H. M.	1853:	H. M.	H. M.	H. M.	1853:	H. M.	H. M.	H. M.
October 1 - -	9 19 p.m.	2 33 a.m.	9 20 a.m.	November 1 -	9 18 p.m.	2 47 a.m.	9 15 a.m.	December 1 -	9 15 p.m.	2 28 a.m.	9 18 a.m.
2 - -	9 15	2 23	9 10	2 -	9 16	2 29	9 40	2 -	9 15	2 29	9 25
3 - -	9 19	3 34	10 28	3 -	9 18	2 31	9 55	3 -	9 15	2 28	9 35
4 - -	9 17	2 23	9 15	4 -	9 15	2 31	9 35	5 -	9 15	2 35	9 20
5 - -	9 18	2 59	10 14	5 -	9 17	2 26	9 28	6 -	9 15	2 25	9 30
6 - -	9 17	2 42	9 40	7 -	9 18	2 24	9 15	7 -	9 15	2 27	9 35
8 - -	9 18	2 47	9 40	8 -	9 18	3 26	9 21	8 -	9 15	2 40	9 30
10 - -	9 17	2 25	9 0	9 -	9 16	2 20	9 50	9 -	9 16	2 30	9 33
11 - -	9 16	2 36	9 43	10 -	9 17	2 26	11 18	10 -	9 16	2 42	9 28
12 - -	9 17	2 38	9 33	11 -	9 17	3 2	9 27	12 -	9 15	2 28	9 15
13 - -	9 20	2 20	9 34	12 -	9 17	2 52	10 0	13 -	9 15	2 35	9 27
14 - -	9 16	2 22	9 33	14 -	9 15	2 40	11 23	14 -	9 17	2 50	9 22
15 - -	9 18	2 46	9 18	15 -	9 15	5 20	10 25	15 -	9 17	2 28	10 22
17 - -	9 15	2 25	9 7	16 -	9 17	2 32	12 15 p.m.	16 -	9 17	2 52	10 12
18 - -	9 18	2 26	9 20	17 -	9 15	2 36	10 8 a.m.	17 -	9 15	3 15	9 48
19 - -	9 15	5 6	9 30	18 -	9 17	2 28	9 30	19 -	9 15	2 43	11 55
20 - -	9 17	2 21	12 23 p.m.	19 -	9 16	2 37	9 25	20 -	9 15	2 28	9 34
21 - -	9 16	2 20	9 7 a.m.	21 -	9 15	2 28	9 18	21 -	9 17	2 55	9 33
22 - -	9 16	2 30	9 3	22 -	9 15	2 36	9 22	22 -	9 22	2 42	10 50
24 - -	9 16	3 36	9 5	23 -	9 18	2 29	9 35	23 -	9 17	2 55	10 9
25 - -	9 15	2 27	10 15	24 -	9 17	2 35	9 25	24 -	9 17	2 47	9 50
26 - -	9 18	2 28	9 20	25 -	9 18	2 30	9 25	26 -	9 18	2 27	9 20
27 - -	9 16	2 49	9 28	26 -	9 15	2 50	9 24	27 -	9 18	4 5	10 40
28 - -	9 17	2 28	9 45	28 -	9 15	2 18	9 25	28 -	9 25	2 48	12 55 p.m.
29 - -	9 16	2 40	9 35	29 -	9 15	2 20	9 35	29 -	9 17	2 40	10 35 a.m.
31 - -	9 19	2 25	9 8	30 -	9 16	2 22	9 17	30 -	9 17	3 57	10 10

29 April 1854.

(A true copy.)
J. R. Mowatt, Secretary.

(signed) *Seymour Clarke.*

Great Northern Railway—*continued.*

TABLE showing the Actual Time kept by the Fast Morning Train leaving King's Cross Station, *London*, at 10.30 a.m. and due to arrive at *York* at 5.10 p.m. during the Months of October, November, and December 1853.

DATE.	Departure from King's Cross.	Arrival at York.	DATE.	Departure from King's Cross.	Arrival at York.	DATE.	Departure from King's Cross.	Arrival at York.
1853:	H. M.	H. M.	1853:	H. M.	H. M.	1853:	H. M.	H. M.
October 1	10 31 a.m	5 6 p.m.	November 1	10 30 a.m.	5 0 p.m.	December 1	10 31 a.m.	5 0 p.m.
3	10 32	5 5	2	10 32	5 5	2	10 32	5 32
4	10 31	5 5	3	10 34	5 3	3	10 30	5 3
5	10 32	5 10	4	10 32	5 3	5	10 31	5 5
6	10 31	5 15	5	10 31	5 4	6	10 32	5 8
7	10 32	4 58	7	10 30	5 6	7	10 31	5 2
8	10 31	5 0	8	10 30	5 3	8	10 32	5 4
9	10 30	4 59	9	10 30	5 3	9	10 31	4 59
11	10 31	5 7	10	10 30	5 0	10	10 31	5 3
12	10 32	5 5	11	10 34	5 4	12	10 32	5 5
13	10 31	5 3	12	10 30	5 0	13	10 30	5 0
14	10 33	5 4	14	10 30	5 6	14	10 32	5 5
15	10 31	5 18	15	10 30	5 0	15	10 34	10 50
17	10 31	5 17	16	10 30	5 0	16	10 35	5 4
18	10 31	5 4	17	10 30	5 5	17	10 34	5 25
19	10 31	5 2	18	10 30	5 4	19	10 32	5 55
20	10 32	5 5	19	10 33	5 0	20	10 31	5 35
21	10 30	5 6	21	10 30	5 5	21	10 32	5 10
22	10 31	5 2	22	10 30	5 28	22	10 30	5 25
24	10 30	5 0	23	10 32	5 16	23	10 34	5 30
25	10 33	5 4	24	10 31	5 5	24	10 32	5 39
26	10 30	5 5	25	10 32	5 5	26	10 30	5 13
27	10 32	5 7	26	10 30	5 6	27	10 30	5 4
28	10 30	5 4	28	10 33	5 0	28	10 30	5 30
29	10 31	5 0	29	10 31	5 17	29	10 32	5 3
30	10 31	5 0	30	10 31	5 5	30	10 32	5 55

(signed) *Seymour Clarke.*

(A true copy.)

J. R. Mowatt, Secretary.

TIME TABLE of Fast Morning Train from *London* to *York*, April 1854.

		H.	M.
London	departure	10	30 a.m.
Hitchin	arrival	11	20
Huntingdon	,,	12	10 p.m.
Peterborough	,,	12	40
Tallington	,,	1	5
Grantham	,,	1	45
Newark	,,	2	15
Retford	,,	2	50
Bawtry	,,	3	15
Doncaster	,,	3	30
Knottingley	,,	4	5
Milford	,,	4	30
Ch. Henton	,,	4	40
York	,,	5	10

Distance, 190 ½ miles.

Time occupied, 6 hours and 40 minutes.

(signed) *Seymour Clarke,*
General Manager.

29 April 1854.

(A true copy.)

J. R. Mowatt, Secretary.

Great Northern Railway—*continued.*

TABLE showing the Actual Time kept by the Fast Night Train leaving *Edinburgh*, at 9.15 p. m. and *York* at 3.45 a. m., arriving at King's Cross Station, *London*, at 9.15. a. m. during the Month of October 1853; and of the Fast Night Train leaving *Edinburgh* at 9.15 p. m. and *York* at 3·50 a. m., arriving at King's Cross Station, *London*, at 9.30 a. m., during the Months of November and December 1853.

DATE.	Departure from Edinburgh.	Departure from York.	Arrival at King's Cross.	DATE.	Departure from Edinburgh.	Departure from York.	Arrival at King's Cross.	DATE.	Departure from Edinburgh.	Departure from York.	Arrival at King's Cross.
1853:	H. M.	H. M.	H. M.	1853:	H. M.	H. M.	H. M.	1853:	H. M.	H. M.	H. M.
October 2 - -	9 15 p.m.	4 37 a.m.	9 30 a.m.	November 1 -	9 15 p.m.	4 3 a.m.	9 35 a.m.	December 1 -	9 15 p.m.	4 22 a.m.	10 0 a.m.
3 - -	9 15	3 45	9 11	2 -	9 15	3 45	9 11	2 -	9 15	3 57	9 27
4 - -	9 15	4 7	9 53	3 -	9 15	4 10	9 39	3 -	9 15	4 25	9 35
5 - -	9 15	3 59	9 21	4 -	9 15	3 45	9 8	5 -	9 15	3 55	9 17
6 - -	9 15	5 0	10 40	5 -	9 15	3 48	9 7	6 -	9 15	3 55	9 17
7 - -	9 15	3 45	10 5	7 -	9 15	3 45	9 10	7 -	9 15	3 55	9 22
8 - -	9 15	3 53	9 22	8 -	9 15	3 45	9 3	8 -	9 15	4 19	10 5
10 - -	9 15	3 48	9 9	9 -	9 15	3 45	9 3	9 -	9 15	3 55	9 26
11 - -	9 15	3 45	9 5	10 -	9 15	4 25	10 26	10 -	9 15	4 7	9 23
12 - -	9 15	3 45	9 6	11 -	9 15	3 45	9 6	12 -	9 15	3 55	9 17
13 - -	9 15	4 15	9 53	12 -	9 15	4 5	9 23	13 -	9 15	3 55	9 23
14 - -	9 15	4 7	9 15	14 -	9 15	3 57	9 13	14 -	9 15	3 55	9 22
15 - -	9 15	4 11	9 36	15 -	9 15	3 45	9 13	15 -	9 15	4 18	9 30
17 - -	9 15	3 45	9 5	16 -	9 15	4 4	9 43	16 -	9 15	4 1	10 42
18 - -	9 15	3 45	9 5	17 -	9 15	5 3	10 45	17 -	9 15	3 56	10 0
19 - -	9 15	3 49	9 25	18 -	9 15	4 10	9 41	19 -	9 15	3 55	9 20
20 - -	9 15	5 38	11 15	19 -	9 15	3 45	9 19	20 -	9 15	4 6	9 36
21 - -	9 15	3 55	9 10	20 -	9 15	4 30	10 12	21 -	9 15	4 5	9 27
22 - -	9 15	3 45	9 10	21 -	9 15	3 45	9 5	22 -	9 15	4 45	10 24
24 - -	9 15	3 55	9 13	22 -	9 15	4 32	9 57	23 -	9 15	4 20	9 35
25 - -	9 15	4 15	9 27	23 -	9 15	4 5	9 45	24 -	9 15	3 58	9 22
26 - -	9 15	3 49	9 10	24 -	9 15	4 5	9 43	26 -	9 15	3 57	9 30
27 - -	9 15	4 24	10 14	25 -	9 15	3 53	9 18	27 -	9 15	4 10	9 37
28 - -	9 15	3 45	9 23	26 -	9 15	3 56	9 16	28 -	9 15	5 54	11 13
29 - -	9 15	3 55	9 15	28 -	9 15	3 45	9 11	29 -	9 15	4 20	10 10
31 - -	9 15	3 45	9 15	29 -	9 15	3 58	9 49	30 -	9 15	3 58	9 22
				30 -	9 15	3 57	9 15	31 -	9 15	4 30	10 3

29 April 1854.

(A true copy.)
J. R. Mowatt, Secretary.

(signed) *Seymour Clarke.*

GREAT NORTHERN RAILWAY—*continued.*

TABLE showing the Actual Time kept by the EXPRESS TRAIN leaving *Edinburgh* at 9.50 a.m. and *York* at 4.10 p.m., arriving at King's Cross, *London*, at 9.30 p.m., during the Months of October, November, and December 1853.

DATE.	Departure from Edinburgh.	Departure from York.	Arrival at King's Cross.	DATE.	Departure from Edinburgh.	Departure from York.	Arrival at King's Cross.	DATE.	Departure from Edinburgh.	Departure from York.	Arrival at King's Cross.
1853:	H. M.	H. M.	H. M.	1853:	H. M.	H. M.	H. M.	1853:	H. M.	H. M.	H. M.
October 1 - -	9 50 a.m.	4 20 p.m.	10 0 p.m.	November 1 -	9 50 a.m.	4 22 p.m.	9 38 p.m.	December 1 -	9 50 a.m.	4 22 p.m.	9 50 p.m.
3 - -	9 50	4 21	9 47	2 -	9 50	4 30	9 37	2 -	9 50	4 10	9 42
4 - -	9 50	4 26	9 50	3 -	9 50	4 10	9 35	3 -	9 50	4 37	10 28
5 - -	9 50	4 30	9 51	4 -	9 50	4 21	9 57	5 -	9 50	4 27	9 26
6 - -	9 50	4 25	9 47	5 -	9 50	4 20	9 35	6 -	9 50	4 12	9 38
7 - -	9 50	4 37	10 2	7 -	9 50	4 10	9 26	7 -	9 50	4 15	9 30
8 - -	9 50	4 30	10 9	8 -	9 50	4 12	9 33	8 -	9 50	4 12	9 30
10 - -	9 50	4 16	9 35	9 -	9 50	4 16	9 28	9 -	9 50	4 12	9 27
11 - -	9 50	5 2	10 25	10 -	9 50	4 10	9 25	10 -	9 50	4 20	9 52
12 - -	9 50	4 29	9 53	11 -	9 50	4 11	9 36	12 -	9 50	4 29	9 45
13 - -	9 50	4 17	9 28	12 -	9 50	4 10	9 38	13 -	9 50	4 14	9 58
14 - -	9 50	4 27	10 11	14 -	9 50	4 22	9 25	14 -	9 50	4 25	9 45
15 - -	9 50	4 38	9 51	15 -	9 50	4 14	9 30	15 -	9 50	4 10	11 2
17 - -	9 50	4 44	9 54	16 -	9 50	4 16	9 43	16 -	9 50	4 11	9 30
18 - -	9 50	4 26	9 43	17 -	9 50	4 13	9 30	17 -	9 50	4 20	9 59
19 - -	9 50	4 38	10 10	18 -	9 50	4 13	9 27	19 -	9 50	4 36	10 35
20 - -	9 50	4 39	10 5	19 -	9 50	4 15	9 32	20 -	9 50	4 26	9 50
21 - -	9 50	4 51	10 29	21 -	9 50	4 25	9 39	21 -	9 50	4 17	9 48
22 - -	9 50	5 13	10 56	22 -	9 50	4 14	10 17	22 -	9 50	4 16	9 55
24 - -	9 50	4 57	10 47	23 -	9 50	4 33	10 14	23 -	9 50	4 36	9 38
25 - -	9 50	4 12	9 39	24 -	9 50	5 10	10 57	24 -	9 50	4 28	9 36
26 - -	9 50	4 45	10 45	25 -	9 50	4 30	9 58	26 -	9 50	4 40	9 55
27 - -	9 50	4 12	10 4	26 -	9 50	4 26	9 47	27 -	9 50	4 19	10 0
28 - -	9 50	4 25	9 45	28 -	9 50	4 10	9 26	28 -	9 50	4 38	9 54
29 - -	9 50	4 30	9 41	29 -	9 50	4 30	9 55	29 -	9 50	4 40	10 40
31 - -	9 50	4 16	9 57	30 -	9 50	4 19	9 35	30 -	9 50	4 12	10 16
								31 -	9 50	4 22	9 39

29 April 1854.

(A true copy.)
J. R. Mowatt, Secretary.

(signed) *Seymour Clarke.*

LANCASTER AND CARLISLE RAILWAY.

UP EXPRESS TRAIN, for the Months of October, November, and December 1853, appointed to leave *Carlisle* at 2.3 p. m.; arrive at *Penrith* at 2.34 p. m.; at *Kendal Junction* at 3.34 p. m.; at *Lancaster* at 4.10 p. m.; and at *Preston* at 4.50 p. m.

DATE.	ACTUAL TIME. Left Carlisle.	Arrived at Penrith.	Arrived at Kendal Junction.	Arrived at Lancaster.	Arrived at Preston.	Time Gained.	Time Lost.
1853:	H. M.	H. M.	H. M.	H. M.	H. M.	M.	M.
Oct. 1	2 3	2 37	3 34	4 10	4 50	—	—
2	Sunday.	—	—	—	—	—	—
3	2 3	2 34	3 34	4 10	4 50	—	—
4	2 5	2 40	3 39	4 13	4 53	- -	2
5	2 15	2 46	3 35	4 21	5 0	2	—
6	2 4	2 36	3 34	4 10	4 50	1	—
7	2 4	2 36	3 37	4 11	4 54	- -	3
8	2 3	2 37	3 34	4 10	4 50	—	—
9	Sunday.	—	—	—	—	—	—
10	2 3	2 36	3 34	4 10	4 50	—	—
11	2 3	2 34	3 34	4 10	4 51	- -	1
12	2 13	2 44	3 41	4 15	4 56	4	—
13	2 3	2 35	3 34	4 10	4 50	—	—
14	2 17	2 47	3 45	4 17	5 0	4	—
15	2 5	2 45	3 42	4 16	4 55	- -	3
16	Sunday.	—	—	—	—	—	—
17	2 3	2 35	3 34	4 10	4 50	—	—
18	2 3	2 35	3 34	4 10	4 50	—	—
19	2 3	2 35	3 34	4 10	4 50	—	—
20	2 3	2 35	3 34	4 10	4 50	—	—
21	2 3	2 35	3 40	4 15	4 56	- -	6
22	2 3	2 37	3 37	4 10	4 50	—	—
23	Sunday.	—	—	—	—	—	—
24	2 4	2 36	3 35	4 11	4 51	—	—
25	2 4	2 40	3 39	4 15	4 53	- -	2
26	2 6	2 38	3 36	4 10	4 50	3	—
27	2 4	2 39	3 34	4 10	4 50	1	—
28	2 4	2 35	3 34	4 10	4 50	—	—
29	2 3	2 37	3 34	4 10	4 50	—	—
30	Sunday.	—	—	—	—	—	—
31	2 4	2 35	3 35	4 14	4 55	- -	4
				Carried forward - - -		15	21

DATE.	ACTUAL TIME. Left Carlisle.	Arrived at Penrith.	Arrived at Kendal Junction.	Arrived at Lancaster.	Arrived at Preston.	Time Gained.	Time Lost.
	H. M.	H. M.	H. M.	H. M.	H. M.	M.	M.
				Brought forward - -		15	21
Nov. 1	2 18	2 53	3 53	4 27	5 9	- -	4
2	2 3	2 35	3 34	4 10	4 50	—	—
3	2 17	2 46	3 42	4 18	4 57	7	—
4	2 3	2 35	3 34	4 10	4 50	—	—
5	2 4	2 34	3 32	4 8	5 23	- -	33
6	Sunday.	—	—	—	—	—	—
7	2 13	2 44	3 45	4 20	5 0	—	—
8	2 3	2 35	3 34	4 10	4 50	—	—
9	2 3	2 34	3 34	4 10	4 50	—	—
10	2 3	2 34	3 34	4 10	4 50	—	—
11	2 3	2 34	3 34	4 10	4 50	—	—
12	2 3	2 35	3 34	4 10	4 50	—	—
13	Sunday.	—	—	—	—	—	—
14	2 4	2 35	3 34	4 10	4 50	1	—
15	2 3	2 37	3 36	4 10	4 59	- -	9
16	2 3	2 34	3 34	4 10	4 50	—	—
17	2 3	2 35	3 33	4 8	4 50	—	—
18	2 3	2 35	3 34	4 10	4 50	—	—
19	2 4	2 37	3 34	4 10	4 50	1	—
20	Sunday.	—	—	—	—	—	—
21	2 4	2 35	3 34	4 10	4 50	1	—
22	2 3	2 34	3 34	4 10	4 50	—	—
23	2 3	2 35	3 34	4 10	4 50	—	—
24	2 3	2 34	3 34	4 10	4 50	—	—
25	2 3	2 34	3 34	4 10	4 50	—	—
26	2 3	2 34	3 34	4 10	4 50	—	—
27	Sunday.	—	—	—	—	—	—
28	2 3	2 35	3 34	4 10	4 50	—	—
29	2 3	2 36	3 35	4 10	4 50	—	—
30	2 3	2 34	3 34	4 10	4 50	—	—
				Carried forward - - -		25	67

DATE.	ACTUAL TIME. Left Carlisle.	Arrived at Penrith.	Arrived at Kendal Junction.	Arrived at Lancaster.	Arrived at Preston.	Time Gained.	Time Lost.
	H. M.	H. M.	H. M.	H. M.	H. M.	M.	M.
				Brought forward - -		25	67
Dec. 1	2 3	2 36	3 34	4 10	4 50	—	—
2	2 3	2 34	3 34	4 10	4 50	—	—
3	2 3	2 37	3 34	4 10	4 50	—	—
4	Sunday.	—	—	—	—	—	—
5	2 3	2 34	3 34	4 10	4 50	—	—
6	2 5	2 36	3 34	4 10	4 50	2	—
7	2 3	2 35	3 34	4 10	4 50	—	—
8	2 3	2 35	3 34	4 10	4 50	—	—
9	2 3	2 35	3 34	4 10	4 50	—	—
10	2 6	2 37	3 31	4 8	4 50	3	—
11	Sunday.	—	—	—	—	—	—
12	2 3	2 34	3 34	4 10	4 50	—	—
13	2 3	2 34	3 34	4 10	4 50	—	—
14	2 3	2 34	3 34	4 10	4 50	—	—
15	2 3	2 34	3 34	4 10	4 50	—	—
16	2 3	2 34	3 34	4 10	4 50	—	—
17	2 3	2 34	3 34	4 10	4 50	—	—
18	Sunday.	—	—	—	—	—	—
19	2 3	2 35	3 34	4 10	4 50	—	—
20	2 3	2 37	3 34	4 10	4 50	—	—
21	2 3	2 35	3 34	4 10	4 50	—	—
22	2 3	2 36	3 34	4 10	4 50	—	—
23	2 3	2 34	3 34	4 10	4 50	—	—
24	2 3	2 36	3 34	4 10	4 50	—	—
25	Sunday.	—	—	—	—	—	—
26	2 23	3 4	4 0	4 37	5 18	- -	8
27	2 5	2 34	3 34	4 10	4 50	2	—
28	2 3	2 35	3 34	4 10	4 50	—	—
29	2 4	2 39	3 34	4 11	4 55	- -	4
30	2 3	2 34	3 34	4 10	4 50	—	—
31	2 3	2 34	3 34	4 10	4 50	—	—
				TOTAL in Three Months - - -		32	79

LANCASTER AND CARLISLE RAILWAY—*continued.*

DOWN EXPRESS TRAIN for the Months of October, November, and December 1853, appointed to leave *Preston* at 2.37 p. m., and arrive at *Carlisle* at 5.7 p. m.

DATE.	ACTUAL TIME. Left Preston, at	ACTUAL TIME. Arrived at Carlisle, at	Time Gained.	Time Lost.
1853:	H. M.	H. M.	M.	M.
October 1	2 39 p.m.	5 9 p.m.	—	—
2	Sunday.	—	—	—
3	3 28	6 7	- -	7
4	2 40	5 9	3	—
5	2 40	5 8	2	—
6	2 40	5 12	- -	2
7	2 39	5 17	- -	8
8	2 38	5 7	1	—
9	Sunday.	—	—	—
10	2 40	5 8	2	—
11	2 45	5 15	—	—
12	2 40	5 10	—	—
13	2 40	5 7	3	—
14	2 47	5 17	—	—
15	2 48	5 15	3	—
16	Sunday.	—	—	—
17	2 42	5 7	5	—
18	2 40	5 7	3	—
19	2 44	5 7	7	—
20	3 17	5 48	- -	1
21	2 50	5 19	1	—
22	2 52	5 20	2	—
23	Sunday.	—	—	—
24	2 40	5 7	3	—
25	2 40	5 7	3	—
26	2 44	5 24	- -	10
27	2 58	5 30	- -	2
28	2 58	5 28	—	—
29	3 16	5 34	12	—
30	Sunday.	—	—	—
31	2 42	5 9	3	—
	Carried forward - - -		53	30

DATE.	ACTUAL TIME. Left Preston, at	ACTUAL TIME. Arrived at Carlisle, at	Time Gained.	Time Lost.
	H. M.	H. M.	M.	M.
1853:	Brought forward - -		53	30
November 1	2 43 p.m.	5 8 p.m.	5	—
2	2 50	5 14	6	—
3	2 45	5 15	—	—
4	2 44	5 15	- -	1
5	2 37	5 7	—	—
6	Sunday.	—	—	—
7	2 42	5 12	—	—
8	2 40	5 8	2	—
9	2 49	5 20	- -	1
10	2 44	5 13	1	—
11	2 55	5 25	—	—
12	2 40	5 20	- -	6
13	Sunday.	—	—	—
14	2 41	5 12	- -	1
15	2 39	5 10	- -	1
16	2 41	5 10	1	—
17	2 41	5 10	1	—
18	2 37	5 16	- -	9
19	2 38	5 7	1	—
20	Sunday.	—	—	—
21	2 40	5 9	1	—
22	2 37	5 9	- -	2
23	2 44	5 13	1	—
24	2 37	5 7	—	—
25	2 37	5 7	—	—
26	3 15	5 50	- -	5
27	Sunday.	—	—	—
28	2 41	5 11	—	—
29	2 41	5 20	- -	9
30	2 42	5 10	2	—
	Carried forward - - -		74	65

DATE.	ACTUAL TIME. Left Preston, at	ACTUAL TIME. Arrived at Carlisle, at	Time Gained.	Time Lost.
	H. M.	H. M.	M.	M.
1853:	Brought forward - -		74	65
December 1	6 44	9 41	- -	27
2	2 40	5 11	- -	1
3	2 41	5 11	—	—
4	Sunday.	—	—	—
5	3 52	6 23	- -	1
6	2 51	5 26	- -	5
7	2 45	5 14	1	—
8	2 44	5 18	- -	4
9	2 53	5 28	- -	5
10	3 29	5 59	—	—
11	Sunday.	—	—	—
12	2 45	5 10	5	—
13	2 57	5 25	2	—
14	2 42	5 10	2	—
15	2 45	5 16	- -	1
16	2 57	5 28	- -	1
17	2 49	5 16	3	—
18	Sunday.	—	—	—
19	2 48	5 23	- -	5
20	2 46	5 15	1	—
21	2 46	5 16	—	—
22	2 39	5 27	- -	18
23	2 50	5 22	- -	2
24	2 40	5 10	—	—
25	Sunday.	—	—	—
26	2 47	5 40	- -	23
27	2 58	5 35	- -	7
28	2 50	5 20	—	—
29	2 47	5 16	1	—
30	2 54	5 24	—	—
31	2 52	5 19	3	—
	TOTAL in Three Months -		92	165

UP DAY MAIL TRAIN for the Months of October, November, and December 1853, appointed to leave *Carlisle* at 12.20 a.m., and arrive at *Penrith* at 12.58 a.m., at *Kendal* Junction at 2.4 a.m., at *Milnthorpe* 2.18 a.m., at *Lancaster* at 2.49 a.m., and arrive at *Preston* at 3.39 a.m.

DATE.	ACTUAL TIME. Left Carlisle.	Arrived at Penrith.	Arrived at Kendal Junction.	Arrived at Lancaster.	Arrived at Preston.	Time Gained.	Time Lost.
1853:	H. M.	H. M.	H. M.	H. M.	H. M.	M.	M.
Oct. 1	12 50	1 30	2 44	3 26	4 14	- -	6
2	1 32	2 20	3 29	4 12	4 58	- -	7
3	1 4	1 42	2 43	3 30	4 30	- -	7
4	12 40	1 18	2 25	3 14	3 58	1	—
5	12 45	1 25	2 26	3 9	4 2	2	—
6	2 3	2 41	3 40	4 22	5 11	11	—
7	12 41	1 22	2 29	3 14	4 7	- -	7
8	12 55	1 33	2 39	3 22	4 11	3	—
9	1 23	1 55	3 5	3 40	4 41	1	—
10	12 27	1 5	2 7	2 49	3 39	2	—
11	1 43	2 21	3 25	4 9	4 58	4	—
12	1 0	1 36	2 40	3 24	4 16	3	—
13	1 39	2 14	3 19	3 57	4 50	8	—
14	12 40	1 15	2 17	3 3	3 53	6	—
15	2 10	3 0	4 5	4 53	5 44	- -	15
16	1 12	1 52	3 4	3 45	4 43	1	—
17	12 21	12 58	2 3	2 47	3 39	1	—
18	12 27	1 6	2 11	2 55	3 45	1	—
19	12 25	1 5	2 9	2 52	3 44	2	—
20	12 58	1 32	2 36	3 23	4 15	4	—
21	12 35	1 11	2 20	3 2	3 50	3	—
22	12 58	1 34	2 47	3 30	4 14	- -	15
23	1 36	2 15	3 35	4 19	5 10	—	—
24	1 11	1 57	2 56	3 37	4 29	1	—
25	12 40	1 15	2 20	3 5	3 55	4	—
26	12 50	1 32	2 34	3 18	4 7	2	—
27	12 58	1 35	2 40	3 21	4 11	6	—
28	12 32	1 21	2 27	3 9	3 57	- -	6
29	12 51	1 29	2 34	3 20	4 10	—	—
30	12 28	1 7	2 8	2 55	3 49	2	—
31	12 29	1 6	2 2	2 56	3 45	3	—
				Carried forward - - -		71	63

DATE.	ACTUAL TIME. Left Carlisle.	Arrived at Penrith.	Arrived at Kendal Junction.	Arrived at Lancaster.	Arrived at Preston.	Time Gained.	Time Lost.
1853:	H. M.	H. M.	H. M.	H. M.	H. M.	M.	M.
				Brought forward - -		71	63
Nov. 1	1 30	2 10	3 12	4 0	4 50	- -	1
2	12 37	1 15	2 19	3 0	3 53	3	—
3	1 20	1 58	3 0	3 50	4 37	2	—
4	1 3	1 43	2 46	3 35	4 26	- -	4
5	12 45	1 25	2 26	3 9	4 2	2	—
6	12 33	1 9	2 16	3 1	3 51	1	—
7	12 20	12 59	2 4	2 46	3 39	—	—
8	12 28	1 5	2 8	2 52	3 42	5	—
9	12 30	1 9	2 12	2 56	3 45	4	—
10	1 0	1 40	2 48	3 32	4 17	- -	8
11	12 50	1 25	2 31	3 14	4 5	1	—
12	1 0	1 36	2 40	3 24	4 16	3	—
13	12 37	1 16	2 21	3 5	3 52	4	—
14	12 24	1 0	2 1	2 44	3 36	7	—
15	12 25	1 4	2 5	2 50	3 43	1	—
16	12 32	1 10	2 16	2 58	3 47	4	—
17	12 50	1 28	2 36	3 16	4 7	2	—
18	1 27	2 6	3 7	3 41	4 40	6	—
19	12 47	1 30	2 37	3 20	4 11	- -	5
20	12 44	1 20	2 25	3 9	3 59	4	—
21	12 20	12 58	2 4	2 50	3 38	1	—
22	12 55	1 34	2 40	3 33	4 14	—	—
23	12 35	1 15	2 17	3 1	3 53	1	—
24	2 3	2 43	3 47	4 29	5 19	3	—
25	12 42	1 20	2 22	3 5	3 55	6	—
26	12 37	1 20	2 28	3 8	3 55	1	—
27	12 40	1 18	2 21	3 7	3 58	1	—
28	12 31	1 8	2 10	2 55	3 50	—	—
29	12 56	1 32	2 35	3 32	4 10	5	—
30	12 26	1 5	2 8	2 53	3 42	3	—
				Carried forward - - -		141	81

DATE.	ACTUAL TIME. Left Carlisle.	Arrived at Penrith.	Arrived at Kendal Junction.	Arrived at Lancaster.	Arrived at Preston.	Time Gained.	Time Lost.
1853:	H. M.	H. M.	H. M.	H. M.	H. M.	M.	M.
				Brought forward - -		141	81
Dec. 1	1 45	2 25	3 32	4 19	5 9	- -	5
2	12 33	1 15	2 55	3 35	4 25	- -	33
3	1 10	1 52	2 55	3 36	4 23	6	—
4	12 50	1 28	2 30	3 16	4 5	4	—
5	12 20	1 0	2 0	2 46	3 35	4	—
6	12 25	1 5	2 9	2 54	3 42	2	—
7	12 39	1 13	2 21	3 2	3 54	4	—
8	12 34	1 14	2 21	3 4	3 51	2	—
9	12 41	1 18	2 22	3 5	3 55	5	—
10	1 19	1 57	3 2	3 57	4 53	5	—
11	12 50	1 28	2 38	3 24	4 12	- -	3
12	12 20	12 58	2 0	2 46	3 36	3	—
13	12 40	1 16	2 20	3 0	3 55	4	—
14	12 35	1 10	2 15	3 0	3 49	5	—
15	12 47	1 26	2 29	3 12	4 2	4	—
16	12 45	1 24	2 24	3 7	3 56	8	—
17	12 35	1 13	2 16	2 58	3 49	5	—
18	12 50	1 28	2 35	3 20	4 9	—	—
19	12 20	12 57	2 4	2 48	3 37	2	—
20	12 34	1 11	2 13	2 59	3 54	1	—
21	12 43	1 22	2 24	3 11	4 0	2	—
22	12 45	1 25	2 25	3 7	4 0	4	—
23	12 25	1 2	2 6	2 55	3 42	2	—
24	12 52	1 39	2 49	3 30	4 20	- -	9
25	12 38	1 18	2 22	3 9	3 54	3	—
26	12 20	12 56	1 59	2 45	3 37	2	—
27	12 35	1 2	2 8	2 52	3 42	12	—
28	12 37	1 15	2 19	3 5	3 55	1	—
29	12 48	1 28	2 49	3 30	4 17	- -	10
30	12 48	1 25	2 29	3 15	4 2	5	—
31	12 40	1 19	2 21	3 6	3 56	3	—
				TOTAL in Three Months - - -		239	141

Lancaster and Carlisle Railway—*continued.*

Down Night Mail Train for the Months of October, November, and December 1853, appointed to leave *Preston* at 4.17 a. m.; arrive at *Lancaster* at 4.56 a. m.; at *Milnthorpe*, 5.23 a. m.; at *Kendal* Junction at 5.38 a. m.; at *Penrith* at 6.41 a. m.; and at *Carlisle* at 7.17 a. m.

DATE.	ACTUAL TIME. Left Preston.	Arrived at Lancaster.	Arrived at Kendal Junction.	Arrived at Penrith.	Arrived at Carlisle.	Time Gained.	Time Lost.
1853:	H. M.	H. M.	H. M.	H. M.	H. M.	M.	M.
Oct. 1	5 3	5 40	6 26	7 31	8 5	- -	2
2	4 40	5 15	6 5	7 5	7 43	- -	3
3	4 17	4 56	5 40	6 41	7 17	—	—
4	4 59	5 33	6 16	7 15	7 57	2	—
5	4 37	5 14	7 10	7 5	7 39	- -	2
6	4 35	5 10	6 0	7 4	7 40	5	—
7	4 37	5 15	6 0	7 2	7 37	—	—
8	4 54	5 32	6 19	7 20	7 54	—	—
9	4 58	5 35	6 23	7 27	8 2	- -	4
10	4 28	5 3	5 45	6 45	7 19	9	—
11	4 55	5 33	6 17	7 21	7 56	- -	1
12	4 33	5 10	5 53	7 6	7 39	- -	6
13	5 10	5 47	6 30	7 41	8 12	- -	2
14	4 29	5 7	5 50	6 54	7 28	1	—
15	5 50	6 27	7 8	8 8	8 37	13	—
16	4 28	5 3	5 48	6 53	7 28	—	—
17	4 20	4 57	5 40	6 42	7 16	4	—
18	4 39	5 16	6 0	7 1	7 40	- -	1
19	5 35	6 10	6 51	7 54	8 27	8	—
20	4 43	5 20	6 5	7 8	7 43	—	—
21	4 42	5 17	6 3	7 15	7 44	- -	2
22	4 56	5 30	6 12	7 16	7 52	4	—
23	4 31	5 10	5 56	7 0	7 32	- -	1
24	4 32	5 10	5 55	6 53	7 30	2	—
25	4 37	5 15	6 1	7 0	7 35	2	—
26	4 32	5 10	5 55	7 20	7 48	- -	16
27	4 37	5 15	5 58	7 0	7 35	2	—
28	4 25	5 0	5 46	6 46	7 21	4	—
29	5 15	5 50	6 35	7 39	8 14	1	—
30	4 50	5 25	6 13	7 19	7 51	- -	1
31	4 20	4 57	5 36	6 35	7 13	7	—
					Carried forward - - -	64	41

DATE.	ACTUAL TIME. Left Preston.	Arrived at Lancaster.	Arrived at Kendal Junction.	Arrived at Penrith.	Arrived at Carlisle.	Time Gained.	Time Lost.
1853:	H. M.	H. M.	H. M.	H. M.	H. M.	M.	M.
			Brought forward - - -			64	41
Nov. 1	7 30	8 6	8 50	9 53	10 28	2	—
2	4 58	5 33	6 17	7 20	7 58	—	—
3	5 15	5 49	6 29	7 31	8 12	3	—
4	4 44	5 20	6 5	7 13	7 47	- -	3
5	5 11	5 48	6 30	7 31	8 7	4	—
6	4 54	5 27	6 8	7 10	7 50	4	—
7	4 20	4 59	5 48	6 50	7 24	- -	4
8	4 38	5 17	6 0	7 2	7 35	3	—
9	4 32	5 10	5 55	6 56	7 33	- -	1
10	4 42	5 19	6 3	7 1	7 38	4	—
11	4 53	5 30	6 14	7 14	7 50	3	—
12	5 28	6 5	6 49	7 49	8 21	7	—
13	4 47	5 25	6 10	7 11	7 45	2	—
14	4 21	4 59	5 43	6 45	7 21	—	—
15	7 14	7 56	8 25	9 38	10 8	6	—
16	4 40	5 15	6 0	7 3	7 42	- -	2
17	4 46	5 20	6 5	7 9	7 43	3	—
18	4 46	5 22	6 7	7 11	7 48	- -	2
19	5 17	5 58	6 57	7 54	8 27	- -	10
20	4 35	5 14	5 55	7 0	7 36	- -	1
21	4 22	5 1	5 43	6 44	7 18	4	—
22	5 10	5 51	6 33	7 35	8 8	2	—
23	5 47	6 23	7 5	8 5	8 41	6	—
24	4 42	5 19	6 0	7 3	7 40	2	—
25	4 39	5 19	6 3	7 9	7 42	- -	3
26	5 5	5 42	6 28	7 30	8 3	2	—
27	5 8	5 46	6 28	7 30	8 6	2	—
28	4 18	4 56	5 46	6 46	7 20	- -	2
29	4 45	5 15	6 7	7 10	7 45	—	—
30	4 18	4 55	5 37	6 38	7 16	2	—
					Carried forward - - -	125	69

DATE.	ACTUAL TIME. Left Preston.	Arrived at Lancaster.	Arrived at Kendal Junction.	Arrived at Penrith.	Arrived at Carlisle.	Time Gained.	Time Lost.
1853:	H. M.	H. M.	H. M.	H. M.	H. M.	M.	M.
			Brought forward - - -			125	69
Dec. 1	4 27	5 1	5 47	6 50	7 25	2	—
2	4 51	5 26	6 8	7 16	7 51	—	—
3	5 35	6 6	6 48	7 48	8 25	10	—
4	5 24	6 2	6 49	7 54	8 29	- -	5
5	4 20	4 57	5 38	6 42	7 16	4	—
6	5 5	5 41	6 27	7 29	8 5	—	—
7	5 0	5 39	6 25	7 27	8 0	—	—
8	5 5	5 43	6 26	7 30	8 4	1	—
9	4 52	5 29	6 10	7 12	7 48	4	—
10	5 14	5 54	6 37	7 47	8 20	- -	6
11	5 17	5 54	6 40	7 44	8 20	- -	3
12	4 27	5 1	5 46	6 49	7 25	2	—
13	4 49	5 29	6 15	7 24	8 3	- -	14
14	4 46	5 23	6 6	7 8	7 45	1	—
15	4 39	5 16	5 58	7 8	7 44	- -	5
16	5 30	6 8	6 55	7 59	8 33	- -	3
17	5 30	6 8	6 50	7 53	8 29	1	—
18	5 32	6 7	6 53	7 56	8 31	1	—
19	4 17	4 56	5 39	6 40	7 16	1	—
20	5 29	6 8	7 0	8 10	8 44	- -	15
21	5 5	5 42	6 28	7 27	8 4	1	—
22	4 57	5 34	6 24	7 25	8 1	- -	4
23	4 40	5 15	6 0	7 5	7 37	3	—
24	6 10	6 44	7 34	8 34	9 5	5	—
25	5 5	5 46	6 34	7 34	8 8	- -	3
26	4 47	5 23	6 6	7 7	7 44	3	—
27	4 51	5 28	6 12	7 20	7 56	- -	5
28	5 18	5 56	6 37	7 36	8 11	7	—
29	4 55	5 34	6 15	7 16	7 52	3	—
30	9 4	9 50	10 33	11 35	12 7	- -	3
31	5 8	5 45	6 30	7 30	8 5	3	—
					Total in Three Months - - -	177	135

DOWN DAY MAIL TRAIN for the Months of October, November, and December 1853, appointed to leave *Preston* at 3.45 p. m.; arrive at *Lancaster* at 4.22 p. m.; *Milnthorpe* 4.51 p. m.; *Kendal* Junction at 5.6 p. m.; *Penrith* at 6.9 p. m., and at *Carlisle* at 6.45 p. m.

DATE.	ACTUAL TIME. Left Preston.	Arrived at Lancaster.	Arrived at Kendal Junction.	Arrived at Penrith.	Arrived at Carlisle.	Time Gained.	Time Lost.
1853:	H. M.	H. M.	H. M.	H. M.	H. M.	M.	M.
Oct. 1	4 5	4 40	5 21	6 29	7 5	—	—
2	Sunday.	—	—	—	—	—	—
3	3 55	4 30	5 8	6 16	6 53	2	—
4	4 9	4 42	5 22	6 22	7 4	5	—
5	4 2	4 36	5 19	6 23	7 0	2	—
6	4 11	4 46	5 27	6 30	7 6	5	—
7	4 3	4 37	5 21	6 25	7 0	3	—
8	4 1	4 31	5 17	6 15	6 57	4	—
9	Sunday.	—	—	—	—	—	—
10	3 55	4 33	5 13	6 16	6 55	—	—
11	4 2	4 35	5 19	6 19	6 57	5	—
12	3 56	4 29	5 10	6 14	6 50	6	—
13	4 15	4 51	5 34	6 41	7 16	- -	1
14	3 58	4 32	5 12	6 20	6 55	3	—
15	4 5	4 40	5 24	6 27	7 2	3	—
16	Sunday.	—	—	—	—	—	—
17	4 0	4 35	5 17	6 19	6 56	4	—
18	3 52	4 28	5 8	6 9	6 46	6	—
19	3 55	4 32	5 17	6 20	6 55	—	—
20	3 54	4 30	5 9	6 12	6 50	4	—
21	4 10	4 42	5 23	6 27	7 2	8	—
22	4 0	4 35	5 18	6 19	6 59	1	—
23	Sunday.	—	—	—	—	—	—
24	3 54	4 27	5 7	6 9	6 49	5	—
25	3 53	4 30	5 11	6 15	6 53	—	—
26	3 57	4 35	5 15	6 17	6 53	4	—
27	3 58	4 32	5 13	6 14	6 55	3	—
28	4 0	4 36	5 18	6 19	6 57	3	—
29	4 0	4 35	5 18	6 20	6 58	2	—
30	Sunday.	—	—	—	—	—	—
31	3 50	4 27	5 8	6 9	6 45	5	—
				Carried forward - - -		83	1

DATE.	ACTUAL TIME. Left Preston.	Arrived at Lancaster.	Arrived at Kendal Junction.	Arrived at Penrith.	Arrived at Carlisle.	Time Gained.	Time Lost.
	H. M.	H. M.	H. M.	H. M.	H. M.	M.	M.
				Brought forward - -		83	1
1853:							
Nov. 1	3 55	4 28	5 14	6 14	6 50	5	—
2	3 53	4 29	5 11	6 14	6 49	4	—
3	4 0	4 35	5 15	6 20	6 55	5	—
4	3 52	4 27	5 10	6 12	6 48	4	—
5	3 53	4 32	5 19	6 22	6 56	- -	3
6	Sunday.	—	—	—	—	—	—
7	4 0	4 37	5 19	6 21	6 56	—	—
8	3 54	4 30	5 15	6 18	6 54	4	—
9	3 55	4 32	5 15	6 17	6 55	—	—
10	3 57	4 32	5 18	6 18	6 52	—	—
11	3 55	4 30	5 11	6 13	6 50	5	—
12	3 56	4 34	5 20	6 29	7 4	- -	8
13	Sunday.	—	—	—	—	—	—
14	3 56	4 34	5 15	6 19	7 0	- -	4
15	3 53	4 27	5 10	6 14	6 50	3	—
16	3 53	4 29	5 12	6 17	6 56	- -	3
17	3 53	4 29	5 10	6 13	6 50	3	—
18	3 51	4 26	5 7	6 10	6 46	5	—
19	3 55	4 32	5 15	6 15	6 51	4	—
20	Sunday.	—	—	—	—	—	—
21	3 52	4 26	5 8	6 12	6 50	2	—
22	3 55	4 29	4 11	6 31	7 5	- -	10
23	4 0	4 34	5 15	6 17	6 56	4	—
24	3 55	4 33	5 16	6 20	6 55	—	—
25	3 58	4 35	5 15	6 18	6 53	5	—
26	4 12	4 45	5 29	6 30	7 8	4	—
27	Sunday.	—	—	—	—	—	—
28	4 7	4 45	5 28	6 25	7 0	7	—
29	3 57	4 35	5 25	6 30	7 5	- -	8
30	3 54	4 29	5 13	6 13	6 51	3	—
				Carried forward - - -		150	37

DATE.	ACTUAL TIME. Left Preston.	Arrived at Lancaster.	Arrived at Kendal Junction.	Arrived at Penrith.	Arrived at Carlisle.	Time Gained.	Time Lost.
	H. M.	H. M.	H. M.	H. M.	H. M.	M.	M.
				Brought forward - -		150	37
1853:							
Dec. 1	6 44	7 19	8 2	9 3	9 41	3	—
2	4 4	4 40	5 27	6 29	7 6	- -	2
3	4 12	4 43	5 25	6 27	7 5	7	—
4	Sunday.	—	—	—	—	—	—
5	4 5	4 42	5 29	6 30	7 7	- -	2
6	4 2	4 38	5 20	6 21	7 0	2	—
7	4 8	4 46	5 26	6 29	7 7	1	—
8	3 55	4 31	5 18	6 16	6 53	2	—
9	3 54	4 30	5 12	6 15	6 54	—	—
10	4 35	5 35	6 16	7 18	7 54	- -	19
11	Sunday.	—	—	—	—	—	—
12	3 53	4 28	5 9	6 14	6 52	1	—
13	4 20	4 59	5 47	6 50	7 21	- -	1
14	3 58	4 38	5 24	6 33	7 5	- -	7
15	4 19	4 53	5 39	6 39	7 14	5	—
16	4 46	5 23	6 5	7 8	7 43	3	—
17	4 21	4 52	5 46	6 52	7 41	—	—
18	Sunday.	—	—	—	—	—	—
19	4 39	5 16	5 59	7 0	7 34	5	—
20	4 10	4 44	5 26	6 31	7 6	5	—
21	4 15	4 50	5 35	6 38	7 13	4	—
22	4 9	4 44	5 26	6 27	7 5	—	—
23	4 37	5 2	5 49	6 54	7 29	4	—
24	4 14	4 49	5 32	6 39	7 14	- -	2
25	Sunday.	—	—	—	—	—	—
26	4 9	4 46	5 30	6 35	7 11	- -	2
27	4 35	5 10	5 52	6 54	7 30	5	—
28	4 20	4 55	5 40	6 46	7 20	—	—
29	4 13	4 48	5 30	6 32	7 8	5	—
30	4 14	4 48	5 33	6 33	7 11	3	—
31	4 2	4 35	5 20	6 23	7 5	- -	3
				TOTAL in Three Months - - -		205	75

Lancaster and Carlisle Railway—*continued.*

Up Night Mail Train for the Months of October, November and December 1853; appointed to leave *Carlisle* at 6.1 p.m., and arrive at *Penrith* at 6.32 p.m.; at *Kendal* Junction at 7.32 p.m.; at *Milnthorpe* at 7.46 p.m.; at *Lancaster* at 8.13 p.m., and arrive at *Preston* at 8.53* p.m.

DATE.	ACTUAL TIME. Left Carlisle.	Arrived at Penrith.	Arrived at Kendal Junction.	Arrived at Lancaster.	Arrived at Preston.	Time Gained.	Time Lost.
1853:	H. M.	H. M.	H. M.	H. M.	H. M.	M.	M.
Oct. 1	6 1	6 32	7 34	8 25	9 4	- -	11
2	6 1	6 32	7 32	8 14	8 53	—	—
3	6 4	6 42	7 35	8 23	9 7	- -	11
4	6 22	6 54	7 53	8 35	9 22	- -	8
5	6 8	6 41	7 41	8 17	8 58	2	—
6	6 3	6 37	7 31	8 12	8 55	—	—
7	6 34	7 8	8 7	8 45	9 26	—	—
8	6 2	6 35	7 32	8 12	8 55	- -	1
9	6 2	6 32	7 27	8 10	8 47	7	—
10	6 9	6 39	7 36	8 19	8 56	5	—
11	6 7	6 41	7 38	8 15	8 56	3	—
12	6 23	7 6	8 10	8 48	9 30	- -	15
13	6 34	7 6	8 3	8 40	9 21	5	—
14	6 32	7 12	8 15	8 55	9 37	- -	13
15	6 1	6 36	7 36	8 17	8 58	- -	5
16	6 8	6 38	7 43	8 33	9 14	- -	14
17	6 1	6 31	7 29	8 5	8 50	3	—
18	6 1	6 30	7 29	8 10	8 50	3	—
19	6 1	6 33	7 37	8 17	8 53	—	—
20	6 7	6 38	7 37	8 16	8 54	5	—
21	6 24	7 0	8 7	8 46	9 28	- -	12
22	6 13	6 45	7 52	8 31	9 9	- -	4
23	6 6	6 35	7 36	8 16	8 55	3	—
24	6 22	6 54	7 53	8 33	9 14	—	—
25	6 3	6 35	7 35	8 14	8 57	- -	2
26	6 8	6 42	7 39	8 18	8 56	4	—
27	6 3	6 30	7 35	8 13	8 54	1	—
28	6 6	6 39	7 35	8 16	8 56	1	—
29	6 5	6 38	7 34	8 14	8 56	1	—
30	6 2	6 36	7 34	8 14	8 56	- -	2
31	6 8	6 41	7 39	8 20	9 4	- -	4
			Carried forward - - -			43	102

DATE.	ACTUAL TIME. Left Carlisle.	Arrived at Penrith.	Arrived at Kendal Junction.	Arrived at Lancaster.	Arrived at Preston.	Time Gained.	Time Lost.
1853:	H. M.	H. M.	H. M.	H. M.	H. M.	M.	M.
				Brought forward - -		43	102
Nov. 1	6 26	6 55	7 55	8 32	9 18	—	—
2	6 6	6 38	7 35	8 16	8 57	1	—
3	6 17	6 51	7 50	8 31	9 13	- -	4
4	6 2	6 34	7 33	8 13	8 35	- -	1
5	6 1	6 33	7 30	8 10	8 53	—	—
6	6 1	6 31	7 31	8 11	8 50	3	—
7	6 2	6 33	7 30	8 17	9 5	- -	11
8	6 2	6 33	7 30	8 13	8 54	—	—
9	6 2	6 34	7 32	8 13	8 51	3	—
10	6 10	6 41	7 40	8 18	8 57	5	—
11	6 6	6 38	7 37	8 17	8 56	2	—
12	6 4	6 35	7 33	8 10	8 50	6	—
13	6 5	6 38	7 35	8 15	8 55	2	—
14	6 2	6 34	7 33	8 11	8 50	4	—
15	6 2	6 34	7 34	8 14	8 55	- -	1
16	6 3	6 35	7 34	8 13	8 51	4	—
17	6 3	6 35	7 34	8 13	8 52	3	—
18	6 3	6 34	7 35	8 16	8 56	- -	1
19	6 7	6 39	7 38	8 15	8 54	5	—
20	6 1	6 33	7 33	8 13	8 52	1	—
21	6 3	6 35	7 34	8 13	8 54	1	—
22	6 4	6 36	7 36	8 16	8 56	—	—
23	6 4	6 36	7 37	8 17	8 59	- -	3
24	6 2	6 37	7 42	8 20	9 0	- -	6
25	6 34	7 7	8 5	8 46	9 26	—	—
26	6 3	6 35	7 36	8 16	8 55	—	—
27	6 6	6 40	7 35	8 15	8 57	1	—
28	6 2	6 34	7 33	8 13	8 51	3	—
29	6 2	6 33	7 34	8 14	8 54	—	—
30	6 1	6 32	7 31	8 11	8 53	—	—
			Carried forward - - -			87	129

DATE.	ACTUAL TIME. Left Carlisle.	Arrived at Penrith.	Arrived at Kendal Junction.	Arrived at Lancaster.	Arrived at Preston.	Time Gained.	Time Lost.
1853:	H. M.	H. M.	H. M.	H. M.	H. M.	M.	M.
				Brought forward - -		87	129
Dec. 1	6 1	6 33	7 31	8 11	8 51	2	—
2	6 2	6 34	7 33	8 13	8 54	—	—
3	6 2	6 36	7 42	8 25	9 5	- -	11
4	6 8	6 40	7 35	8 17	8 53	7	—
5	6 1	6 33	7 33	8 13	8 53	—	—
6	6 11	6 45	7 46	8 25	9 3	—	—
7	6 1	6 35	7 32	8 12	8 52	1	—
8	6 1	6 33	7 35	8 14	8 53	—	—
9	6 1	6 35	7 33	8 12	8 51	2	—
10	6 26	7 1	7 55	8 35	9 15	3	—
11	6 2	6 35	7 32	8 10	8 51	3	—
12	6 6	6 32	7 35	8 15	8 53	5	—
13	6 5	6 37	7 35	8 13	8 56	1	—
14	6 6	6 36	7 35	8 15	8 54	4	—
15	6 7	6 38	7 37	8 18	8 57	2	—
16	6 1	6 34	7 32	8 10	8 51	2	—
17	6 5	6 36	7 36	8 16	8 55	2	—
18	6 21	6 55	7 55	8 37	9 14	- -	1
19	6 1	6 33	7 31	8 17	8 57	- -	4
20	6 1	6 33	7 33	8 13	8 52	1	—
21	6 3	6 35	7 34	8 13	8 53	2	—
22	6 1	6 32	7 30	8 13	8 53	—	—
23	6 6	6 38	7 38	8 18	8 58	—	—
24	6 33	7 4	8 6	8 40	9 20	5	—
25	6 5	6 35	7 34	8 17	8 59	—	—
26	6 2	6 34	7 32	8 13	8 52	2	—
27	6 2	6 32	7 32	8 13	8 54	—	—
28	7 0	7 33	8 34	9 18	10 0	- -	8
29	6 47	7 25	8 25	9 11	9 56	- -	17
30	6 4	6 35	7 34	8 15	8 55	—	—
31	6 6	6 33	7 32	8 14	8 53	2	—
				Total in Three Months - - -		133	170

* *See* Letter sent herewith.

RETURN of Arrivals of the 9 a. m. DOWN EXPRESS TRAIN at the undermentioned Stations, during the Months of October, November, and December 1853.

DATE.	DUE TO ARRIVE AT					
	Leighton, a. m. 9 59.	Rugby, a. m. 11 5.	Stafford, p. m. 12 27.	Crewe, p. m. 1 8.	Warrington, p. m. 1 48.	Preston, p. m. 2 35.
	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.
1853:	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.
October 1 - -	9 57	11 4	12 27	1 7	1 48	2 33
3 - -	10 1	11 8	12 50	1 48	2 28	3 24
4 - -	9 57	11 5	12 23	1 5	1 45	2 34
5 - -	9 56	11 3	12 22	1 4	1 44	2 32
6 - -	9 59	11 7	12 25	1 6	1 44	2 34
7 - -	10 0	11 4	12 28	1 11	1 56	2 43
8 - -	10 0	11 6	12 24	1 4	1 43	2 35
10 - -	10 0	11 8	12 27	1 5	1 45	2 35
11 - -	10 0	11 6	12 22	1 4	1 44	2 40
12 - -	10 0	11 6	12 19	1 4	1 43	2 35
13 - -	9 58	11 11	12 28	1 11	1 49	2 36
14 - -	9 58	11 5	12 21	1 3	1 43	2 41
15 - -	9 59	11 7	12 23	1 5	1 47	2 35
17 - -	10 1	11 14	12 27	1 8	1 48	2 35
18 - -	10 1	11 7	12 23	1 4	1 44	2 33
19 - -	9 58	11 7	12 22	1 6	1 66	2 35
20 - -	9 59	11 17	12 46	1 31	2 17	3 15
21 - -	9 56	11 4	12 22	1 3	1 43	2 42
22 - -	9 59	11 16	12 35	1 15	1 54	2 46
24 - -	9 59	11 9	12 25	1 4	1 43	2 35
25 - -	10 0	11 11	12 27	1 5	1 45	2 55
26 - -	9 59	11 5	12 29	1 4	1 43	2 35
27 - -	9 58	11 5	12 25	1 11	1 53	2 44
28 - -	9 56	11 9	12 20	1 8	1 58	2 50
29 - -	9 57	11 18	12 40	1 20	2 7	3 10
31 - -	9 57	11 8	12 23	1 6	1 46	2 35

DATE.	DUE TO ARRIVE AT					
	Leighton, a. m. 9 59.	Rugby, a. m. 11 5.	Stafford, p. m. 12 27.	Crewe, p. m. 1 8.	Warrington, p. m. 1 48.	Preston, p. m. 2 35.
	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.
1853:	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.
November 1 -	9 56	11 6	12 23	1 4	1 44	2 35
2 -	9 58	11 5	12 25	1 9	1 50	2 38
3 -	9 58	11 5	12 23	1 8	1 50	2 38
4 -	10 1	11 5	12 25	1 6	1 44	2 35
5 -	9 57	11 5	12 23	1 4	1 44	2 35
7 -	9 58	11 12	12 29	1 10	1 50	2 36
8 -	9 57	11 5	12 23	1 7	1 45	2 34
9 -	10 4	11 13	12 32	1 13	1 53	2 40
10 -	10 7	11 14	12 27	1 6	1 44	2 35
11 -	10 4	11 24	12 35	1 12	2 3	2 50
14 -	10 1	11 5	12 22	1 5	1 45	2 38
15 -	10 0	11 7	12 27	1 6	1 45	2 34
16 -	10 10	11 15	12 27	1 7	1 46	2 36
17 -	9 59	11 8	12 26	1 6	1 46	2 36
18 -	10 4	11 12	12 24	1 5	1 43	2 33
19 -	10 2	11 7	12 26	1 8	1 45	2 34
21 -	10 0	11 7	12 22	1 5	1 45	2 35
22 -	10 0	11 7	12 23	1 4	1 44	2 33
23 -	10 2	11 11	12 27	1 5	1 50	2 40
24 -	9 58	11 4	12 26	1 5	1 45	2 33
25 -	10 4	11 12	12 22	1 3	1 44	2 30
26 -	10 9	11 24	12 43	1 46	2 23	3 10
28 -	9 59	11 7	12 27	1 7	1 47	2 37
29 -	10 0	11 5	12 25	1 6	1 46	2 34
30 -	10 0	11 9	12 23	1 4	1 44	2 37

DATE.	DUE TO ARRIVE AT					
	Leighton, a. m. 9 59.	Rugby, a. m. 11 5.	Stafford, p. m. 12 27.	Crewe, p. m. 1 8.	Warrington, p. m. 1 48.	Preston, p. m. 2 35.
	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.
1853:	a. m.	a. m.	p. m.	p. m.	p. m.	p. m.
December 2 -	9 58	11 3	12 22	1 3	1 44	2 35
3 -	10 1	11 6	12 23	1 4	1 46	2 35
5 -	10 5	11 13	12 27	1 4	1 44	3 42
6 -	10 5	11 11	12 27	1 10	1 50	2 46
7 -	10 0	11 8	12 27	1 5	1 46	2 40
8 -	10 2	11 7	12 24	1 4	1 44	2 39
9 -	10 1	11 27	12 43	1 23	2 6	2 53
10 -	10 2	11 53	1 8	1 48	2 26	3 24
12 -	10 0	11 3	12 22	1 5	1 46	2 42
13 -	10 8	11 16	12 33	1 14	1 53	2 51
14 -	9 59	11 10	12 29	1 8	1 48	2 36
15 -	10 0	11 5	12 27	1 10	1 50	2 41
16 -	10 1	11 20	12 34	1 13	1 56	2 54
17 -	9 59	11 8	12 24	1 8	1 50	2 44
19 -	9 57	11 16	12 29	1 9	1 46	2 37
20 -	10 0	11 8	12 25	1 6	1 46	2 38
21 -	10 2	11 14	12 32	1 12	1 53	2 43
22 -	10 0	11 13	12 27	1 5	1 45	2 30
23 -	10 2	11 13	12 33	1 13	1 56	2 48
24 -	9 58	11 2	12 25	1 13	1 51	2 36
26 -	9 58	11 5	12 24	1 6	1 50	2 41
27 -	9 58	11 3	12 30	1 18	1 58	2 53
28 -	9 59	11 8	12 27	1 16	1 54	2 45
29 -	10 3	11 11	12 30	1 11	1 50	2 41
30 -	10 0	11 16	12 34	1 14	1 54	2 48
31 -	10 1	11 12	12 30	1 12	1 53	2 46

London and North Western Railway—*continued.*

RETURN of Arrivals of the 5 p.m. Down Express Train at the undermentioned Stations during the Months of October, November, and December 1853.

DATE.	DUE TO ARRIVE AT						
	Wolverton, p. m. 6 20.	Rugby, p. m. 7 10.	Nuneaton, p. m. 7 34.	Tamworth, p. m. 7 55.	Stafford, p. m. 8 41.	Crewe, p. m. 9 27.	Chester, p. m. 10 15.
	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.
1853:	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.
Oct. 1	6 17	7 10	7 43	8 6	8 48	9 40	10 30
3	6 19	7 14	7 39	8 2	8 46	9 36	10 22
4	6 16	7 9	7 46	8 8	8 53	9 48	10 39
5	6 15	7 7	7 35	7 58	8 39	9 29	10 20
6	6 18	7 14	7 42	8 5	8 48	9 36	10 30
7	6 17	7 10	7 39	8 0	8 40	9 27	10 20
8	6 17	7 9	7 40	8 1	8 44	9 33	10 24
10	6 18	7 9	7 38	8 1	8 42	9 26	10 18
11	6 17	7 10	7 35	7 56	8 38	9 29	10 20
12	6 41	7 31	7 57	8 18	8 57	9 45	10 37
13	6 20	7 10	7 37	7 58	8 38	9 28	10 18
14	6 16	7 7	7 38	8 1	8 43	9 34	10 25
15	6 23	7 14	7 41	8 3	8 45	9 32	10 31
17	6 21	7 32	8 1	8 25	9 14	10 4	10 55
18	6 17	7 11	7 41	8 4	8 46	9 36	10 25
19	6 17	7 12	7 40	8 2	8 43	9 31	10 20
20	6 17	7 11	7 40	8 3	8 42	9 33	10 20
21	6 20	7 12	7 41	8 4	8 53	9 40	10 29
22	6 20	7 10	7 39	8 2	8 41	9 27	10 15
24	6 16	7 8	7 36	7 58	8 38	9 27	10 15
25	6 21	7 23	7 50	8 11	8 52	9 38	10 25
26	6 21	7 14	7 56	8 20	9 7	10 0	10 50
27	6 19	7 12	7 40	8 0	8 42	9 32	10 20
28	6 16	7 13	7 42	8 5	8 47	9 36	10 34
31	6 18	7 11	7 38	7 59	8 41	9 27	10 15

DATE.	DUE TO ARRIVE AT						
	Wolverton, p. m. 6 20.	Rugby, p. m. 7 10.	Nuneaton, p. m. 7 34.	Tamworth, p. m. 7 55.	Stafford, p. m. 8 41.	Crewe, p. m. 9 27.	Chester, p. m. 10 15.
	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.
1853:	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.
Nov. 1	6 19	7 10	7 37	7 59	8 40	9 27	10 15
2	6 18	7 11	7 40	8 2	8 44	9 44	10 30
3	6 17	7 8	7 38	8 2	8 44	9 32	10 25
4	6 15	7 9	7 34	7 55	8 34	9 32	10 20
5	6 19	7 10	7 41	8 9	8 51	9 39	10 33
7	6 16	7 15	7 44	8 6	8 50	9 41	10 32
8	6 19	7 18	7 47	8 10	8 52	9 43	10 28
9	6 18	7 18	7 45	8 7	8 47	9 35	10 26
10	6 18	7 11	7 39	8 3	8 46	9 34	10 23
11	6 18	7 10	7 39	8 3	8 47	9 39	10 32
12	6 21	7 13	7 43	8 6	8 50	9 42	10 34
14	6 20	7 11	7 41	8 5	8 47	9 34	10 26
15	6 20	7 11	7 35	8 1	8 41	9 27	10 21
16	6 20	7 10	7 38	7 59	8 40	9 26	10 18
17	6 18	7 10	7 37	7 58	8 37	9 34	10 30
18	6 17	7 7	7 36	7 57	8 42	9 31	10 26
19	6 18	7 7	7 35	7 58	8 41	9 27	10 15
21	6 18	7 16	7 45	8 9	8 52	9 43	10 32
22	6 18	8 27	8 56	9 37	10 22	11 6	12 2
23	6 20	7 12	7 42	8 3	8 45	9 32	10 26
24	6 20	7 13	7 43	8 5	8 52	9 35	10 21
25	6 17	7 10	7 39	8 2	8 44	9 36	10 29
26	6 19	7 24	7 55	8 18	9 3	10 0	11 4
28	6 19	7 10	7 41	8 3	8 47	9 40	10 38
29	6 18	7 9	7 36	7 58	8 41	9 29	10 23
30	6 19	7 7	7 37	8 0	8 43	9 33	10 30

DATE.	DUE TO ARRIVE AT						
	Wolverton, p. m. 6 20.	Rugby, p. m. 7 10.	Nuneaton, p. m. 7 34.	Tamworth, p. m. 7 55.	Stafford, p. m. 8 41.	Crewe, p. m. 9 27.	Chester, p. m. 10 15.
	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.
1853:	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.	p. m.
Dec. 1	6 35	7 26	7 55	8 17	8 59	9 47	10 50
2	6 20	7 13	7 41	8 4	8 46	9 37	10 30
3	6 21	7 11	7 40	8 3	8 45	9 32	10 30
5	6 24	7 15	7 46	8 11	8 55	9 48	10 38
6	6 20	7 17	7 47	8 11	8 57	9 50	10 45
7	6 21	7 12	7 43	8 7	8 55	9 46	10 39
8	6 19	7 12	7 42	8 3	8 47	9 47	10 41
9	6 18	7 13	7 56	8 18	8 59	9 48	10 42
10	6 24	7 18	7 48	8 10	8 51	9 41	10 34
12	6 18	7 14	7 44	8 7	8 50	9 46	10 40
13	6 29	7 19	7 48	8 10	8 53	9 43	10 37
14	6 25	7 18	7 48	8 13	8 58	9 45	10 40
15	6 26	7 31	8 0	8 22	9 6	9 59	10 52
16	6 27	7 26	7 55	8 17	8 57	9 45	10 40
17	6 23	7 22	7 48	8 9	8 52	10 24	11 18
19	6 18	7 12	7 43	8 9	8 55	9 44	10 37
20	6 18	7 12	7 40	8 1	8 45	9 37	10 30
21	6 23	7 21	7 54	8 16	8 58	9 48	10 39
22	6 21	7 14	7 42	8 3	8 48	9 39	10 33
23	6 20	7 15	7 50	8 15	9 3	9 52	10 45
24	6 23	7 31	8 2	8 24	9 9	10 0	10 50
26	6 18	7 15	7 44	8 8	8 50	9 40	10 35
27	6 23	7 18	7 45	8 11	9 0	9 45	10 40
28	6 18	7 12	7 41	8 3	8 45	9 34	10 25
29	6 15	7 9	7 37	8 1	8 46	9 36	10 35
30	6 20	7 13	7 41	8 2	8 46	9 39	10 33
31	6 17	7 13	7 42	8 6	8 51	9 44	10 36

LONDON AND NORTH WESTERN RAILWAY—*continued.*

RETURN of ARRIVALS of the UP SCOTCH EXPRESS TRAIN (due at Euston 11.25 p.m.) at the under-mentioned Stations during the Months of October and November 1853.

OCTOBER.

DATE.	DUE to LEAVE Preston, 4 50 p.m.	DUE TO ARRIVE AT							
		Warrington, 5 55 p.m.	Hartford, 6 15 p.m.	Crewe, 6 40 p.m.	Stafford, 7 30 p.m.	Tamworth, 8 12 p.m.	Rugby, 9 0 p.m.	Wolverton, 9 55 p.m.	Euston, 11 25 p.m.
	Actual Departure.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.
1853:	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.
October 1 -	5 5 p.m.	6 15 p.m.	6 36 p.m.	6 59 p.m.	7 50 p.m.	8 36 p.m.	9 37 p.m.	10 30 p.m.	11 55 p.m.
3 -	4 59	5 58	6 23	6 46	7 51	8 39	9 33	10 35	11 59
4 -	5 3	6 4	6 25	6 46	7 37	8 25	9 24	10 30	12 4 a.m.
5 -	5 10	6 8	6 31	6 52	7 48	8 37	9 24	10 38	11 58 p.m.
6 -	4 58	6 0	6 20	6 42	7 26	8 8	8 55	9 57	11 22
7 -	5 4	6 1	6 25	6 47	7 38	8 21	9 7	10 11	11 38
8 -	5 4	5 57	6 20	6 42	7 34	8 16	9 9	10 9	11 40
10 -	5 0	52	6 15	6 39	7 30	8 12	9 0	9 56	11 28
11 -	5 0	5 57	6 16	6 37	7 45	- - -	9 11	10 12	11 39
12 -	5 5	5 56	6 23	6 48	7 37	8 17	9 4	10 3	11 33
13 -	5 3	5 59	6 17	6 38	7 36	8 17	9 8	10 3	11 28
14 -	5 12	6 6	6 36	7 1	7 49	8 31	9 19	10 13	11 53
15 -	5 7	6 9	6 29	6 54	7 48	8 33	9 25	10 23	12 3 a.m.
17 -	4 58	5 55	6 20	6 44	7 41	8 31	9 21	10 28	11 58 p.m.
18 -	5 0	5 59	6 19	6 36	7 41	8 55	10 4	11 2	12 45 a.m.
19 -	4 56	5 55	6 19	6 40	7 39	8 17	9 0	9 59	11 30 p.m.
20 -	4 57	6 2	6 22	6 41	7 48	8 32	9 26	10 26	11 59
21 -	5 10	6 1	6 25	6 50	7 45	8 27	9 16	10 37	12 8 a.m.
22 -	5 -	6 10	6 30	6 52	7 42	8 56	9 55	10 54	12 21
24 -	5 0	5 56	6 22	6 45	7 32	8 18	9 17	10 8	11 41 p.m
25 -	5 1	6 0	6 20	6 41	7 34	8 22	9 15	10 14	11 44
26 -	5 2	5 58	6 20	6 42	7 43	8 25	9 13	10 16	11 54
27 -	5 0	6 0	6 21	6 41	7 45	8 25	9 14	10 12	11 43
28 -	5 0	6 0	6 27	6 50	7 49	8 27	9 17	10 16	11 43
29 -	4 58	6 0	6 21	6 41	7 31	8 12	9 3	10 0	11 27
31 -	5 4	6 7	6 35	6 59	7 47	8 27	9 15	10 17	11 45

NOVEMBER.

DATE.	DUE to LEAVE Preston, 4 50 p.m.	DUE TO ARRIVE AT							
		Warrington, 5 55 p.m.	Hartford, 6 15 p.m.	Crewe, 6 40 p.m.	Stafford, 7 30 p.m.	Tamworth, 8 12 p.m.	Rugby, 9 0 p.m.	Wolverton, 9 55 p.m.	Euston, 11 25 p.m.
	Actual Departure.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.
1853:	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.
November 1	5 20 p.m.	6 25 p.m.	6 45 p.m.	7 7 p.m.	8 2 p.m.	8 40 p.m.	9 26 p.m.	10 21 p.m.	11 45 p.m.
2	5 2	5 56	6 55	7 17	8 2	8 47	9 35	10 33	12 0 midn.
3	5 6	6 5	6 23	6 46	7 31	8 12	9 0	10 0	11 30
4	5 0	5 55	6 20	6 44	7 35	8 22	9 15	10 11	11 36
5	5 35	6 36	7 0	7 30	8 15	8 54	9 40	10 36	12 5 a.m.
7	5 11	6 9	6 30	6 53	7 43	8 27	9 16	10 12	11 35 p.m.
8	4 58	6 0	6 19	6 37	7 24	8 6	8 56	9 59	11 27
9	4 55	5 55	6 17	6 39	7 29	8 10	8 58	9 57	11 27
10	4 54	5 57	6 17	6 35	7 25	8 7	8 57	9 55	11 24
11	4 55	5 53	6 15	6 38	7 25	8 8	9 0	10 3	11 37
12	4 57	6 10	6 28	6 50	7 35	8 20	9 9	10 9	11 42
14	4 55	6 0	6 20	6 45	7 34	8 15	9 2	9 58	11 25
15	5 10	6 16	6 34	6 56	7 45	8 26	9 14	10 9	11 33
16	4 59	5 58	6 17	6 40	7 30	8 10	9 0	9 58	11 23
17	4 57	6 11	6 30	6 50	7 40	8 21	9 7	10 10	11 39
18	4 56	6 3	6 25	6 50	7 41	8 24	9 15	10 10	11 36
19	4 58	6 0	6 23	6 44	7 30	8 12	8 59	9 56	11 28
21	4 55	5 58	6 17	6 40	7 30	8 13	9 5	9 58	11 30
22	4 56	6 11	6 30	6 57	7 35	8 17	9 5	10 2	11 50
23	4 56	5 55	6 22	6 44	7 35	8 14	9 0	10 5	12 4 a.m
24	4 58	6 9	6 28	6 50	7 40	8 25	9 12	10 23	11 55 p.m.
25	4 57	5 55	6 19	6 40	7 33	8 13	9 0	10 10	12 10 a.m.
26	4 58	6 3	6 23	6 44	7 35	8 12	9 9	10 10	11 40 p.m.
28	4 56	5 59	6 25	6 47	7 34	8 17	9 5	10 3	11 28
29	5 0	6 10	6 30	6 50	7 33	8 17	9 15	10 15	11 50
30	4 54	6 0	6 22	6 45	7 33	8 18	9 7	10 5	11 33

London and North Western Railway—*continued.*

RETURN of Arrivals of the Up Scotch Express Train, due at Euston (11 25 p.m.) at the under-mentioned Stations, during the Month of December 1853.

DATE.	DUE to LEAVE Preston 4 50 p.m.	DUE TO ARRIVE AT Warrington, 5 55 p.m.	Hartford, 6 15 p.m.	Crewe, 6 40 p.m.	Stafford, 7 30 p.m.	Tamworth, 8 12 p.m.	Rugby, 9 0 p.m.	Wolverton, 9 55 p.m.	Euston, 11 25 p.m.
	Actual Departure.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.	Actual Arrival.
1853:									
December 1	5 4 p.m.	6 23 p.m.	6 46 p.m.	7 10 p.m.	8 6 p.m.	8 54 p.m.	9 40 p.m.	10 40 p.m.	12 22 a.m.
2	4 58	5 58	6 20	6 44	7 30	8 11	9 0	9 59	11 30 p.m.
3	4 55	6 4	6 25	6 46	7 32	8 17	9 5	10 23	11 57
5	4 57	6 12	6 36	7 0	7 52	8 38	9 27	10 27	11 54
6	4 50	6 50	7 10	7 34	8 14	8 50	9 34	10 24	11 50
7	5 4	6 5	6 29	6 50	7 37	8 22	9 14	10 14	11 45
8	5 1	6 18	6 35	6 55	7 35	8 12	8 56	9 57	11 24
9	5 0	5 59	6 24	6 43	7 28	8 11	9 0	9 59	11 29
10	5 0	6 12	6 30	6 50	7 37	8 18	9 5	10 5	11 35
12	5 0	6 3	6 29	6 50	7 41	8 27	9 16	10 13	11 42
13	4 58	6 3	6 21	6 42	7 34	8 15	9 9	10 9	11 41
14	4 57	5 55	6 15	6 43	7 25	8 8	8 57	10 1	11 30
15	4 57	6 0	6 20	6 39	7 37	8 19	9 4	10 6	11 38 a.m.
16	5 0	5 58	6 25	6 48	7 35	9 12	10 11	11 1	12 35 p.m.
17	5 0	6 5	6 25	6 51	7 34	8 16	9 3	10 3	11 33 midn.
19	5 0	5 57	6 22	6 45	7 30	8 18	9 22	11 26	12 0 p.m.
20	4 58	5 58	6 17	6 37	7 24	8 7	8 55	10 5	11 35
21	4 58	5 53	6 18	6 47	7 33	8 14	9 1	10 2	11 31
22	4 58	6 0	6 20	6 40	7 25	8 7	8 54	9 59	11 24
23	5 0	6 8	6 33	6 54	7 40	8 22	9 7	10 6	11 33
24	5 3	6 2	6 20	6 47	7 30	8 16	9 0	10 2	11 34
26	5 26	6 21	6 44	7 4	7 49	8 29	9 14	10 6	11 28
27	4 58	6 8	6 28	6 47	7 41	8 24	9 12	10 13	11 43
28	4 57	5 56	6 20	6 40	7 52	8 34	9 22	10 19	11 40
29	5 1	6 26	6 48	7 8	7 55	8 35	9 22	10 20	1 15 a.m.
30	4 55	5 55	6 20	6 40	7 36	8 16	9 2	10 4	11 36 p.m.
31	4 57	6 0	6 21	6 41	7 31	8 15	9 3	10 0	11 37

RETURN of the Departure from *Chester* and Arrival at *Crewe* of the 5.40 p.m. Express Train from *Chester*, during the Months of October, November, and December 1853.

OCTOBER. DATE.	Due to leave Chester, 5 40 p.m.	Due to arrive at Crewe, 6 40 p.m.	NOVEMBER. DATE.	Due to leave Chester, 5 40 p.m.	Due to arrive at Crewe, 6 40 p.m.	DECEMBER. DATE.	Due to leave Chester, 5 40 p.m.	Due to arrive at Crewe, 6 40 p.m.
	Actual Departure.	Actual Arrival.		Actual Departure.	Actual Arrival.		Actual Departure.	Actual Arrival.
1853:			1853:			1853:		
October 1 -	6 0 p.m.	6 50 p.m.	November 1 -	6 25 p.m.	7 15 p.m.	December 1 -	5 53 p.m.	6 41 p.m.
3 -	6 10	6 58	2 -	5 57	6 50	2 -	5 40	6 31
4 -	5 55	6 42	3 -	5 48	6 36	3 -	5 45	6 35
5 -	6 2	6 58	4 -	5 44	6 31	5 -	5 46	6 36
6 -	6 45	7 26	5 -	5 45	6 31	6 -	5 40	6 40
7 -	5 52	6 42	7 -	5 40	6 33	7 -	5 40	6 36
8 -	5 45	6 34	8 -	5 40	6 29	8 -	5 40	6 30
10 -	5 45	6 34	9 -	5 40	6 32	9 -	5 40	6 30
11 -	6 3	6 51	10 -	5 40	6 30	10 -	5 45	6 36
12 -	5 53	6 39	11 -	5 40	6 30	12 -	5 40	6 35
13 -	5 55	6 45	12 -	5 45	6 35	13 -	6 0	6 48
14 -	6 0	6 46	14 -	5 45	6 31	14 -	5 50	7 30
15 -	5 55	6 45	15 -	5 40	6 35	15 -	6 10	6 55
17 -	6 5	6 51	16 -	5 45	6 45	16 -	5 50	6 35
18 -	5 58	6 44	17 -	5 40	6 30	17 -	5 55	6 40
19 -	7 0	7 48	18 -	5 45	6 30	19 -	5 45	8 15
20 -	6 12	6 55	19 -	5 50	6 35	20 -	5 40	7 16
21 -	6 0	7 12	21 -	5 40	6 34	21 -	5 40	6 37
22 -	5 50	6 30	22 -	5 45	6 34	22 -	5 40	8 9
24 -	5 40	6 25	23 -	5 57	6 45	23 -	6 0	6 47
25 -	5 40	6 29	24 -	5 45	6 35	24 -	5 45	6 35
26 -	6 7	6 55	25 -	5 53	6 42	26 -	5 45	6 30
27 -	5 55	6 49	26 -	5 50	6 40	27 -	6 7	6 54
28 -	5 55	6 49	28 -	5 40	6 32	28 -	6 20	7 5
29 -	5 45	6 30	29 -	5 43	6 30	29 -	5 48	6 35
31 -	7 23	8 15	30 -	5 40	6 30	30 -	6 6	6 50
						31 -	5 44	6 29

This Train joins the through Scotch Express Train at Crewe.

A RETURN of the Working of the UP NIGHT MAIL TRAIN over the Midland Railway, from *Normanton* to *Rugby*, OCTOBER 1853.

DATE.	Normanton Departure, Proper Time, 9.24 P. M.		Rugby Arrival, Proper Time, 1.0 A. M.			Time Gained on Midland Railway.	Time Lost on Midland Railway.	REMARKS.
	Actual Time of Departure.	Minutes Late.	Actual Time of Arrival.	Before Time.	After Time.			
1853:	P. M.	M.	A. M.		M.	M.	M.	
Oct. 1	9 42	18	1 10	- -	10	8	- -	Late departure from Normanton, waiting for York train.
2	9 28	4	1 10	- -	10	- -	6	Ditto - - - - - ditto - - - - - - ditto - 6 m. lost by engine slipping.
3	9 52	28	1 27	- -	27	1	- -	Ditto - - - - - ditto - - - - - - ditto.
4	9 51	27	1 39	- -	39	- -	12	Ditto - - - - - ditto - - - - - - ditto - 10 m. lost by engine slipping.
5	9 45	21	1 23	- -	23	- -	2	Ditto - - - - - ditto - - - - - - ditto.
6	9 44	20	1 20	- -	20	- -	- -	Ditto - - - - - ditto - - - - - - ditto.
7	9 38	14	1 16	- -	16	- -	2	Ditto - - - - - ditto - - - - - - ditto.
8	9 43	19	1 16	- -	16	3	- -	Ditto - - - - - ditto - - - - - - ditto.
9	9 49	25	1 16	- -	16	9	- -	Ditto - - - - - ditto - - - - - - ditto.
		34	1 24	- -	24	10	- -	Ditto - - - - - ditto - - - - - - ditto.
10	9 58							
11	9 58	34	1 42	- -	42	- -	8	Ditto - - - - - ditto - - - - - - ditto - 8 m. lost by engine slipping.
12	10 20	56	2 7	- -	67	- -	11	Ditto - - - - - ditto - - - - - - ditto - 11 m. ditto - - ditto.
13	9 45	21	1 10	- -	10	11	- -	Ditto - - - - - ditto - - - - - - ditto.
14	9 58	34	1 40	- -	40	- -	6	Ditto - - - - - ditto - - - - - - ditto - 6 m. lost by engine slipping.
15	9 59	35	1 42	- -	42	- -	7	Ditto - - - - - ditto - - - - - - ditto - Extra stop at Trent Junction, red signal being on.
16	9 30	6	1 3	- -	3	3	- -	Ditto - - - - - ditto - - - - - - ditto.
17	9 42	18	1 20	- -	20	- -	2	Ditto - - - - - ditto - - - - - - ditto.
18	9 40	16	1 13	- -	13	3	- -	Ditto - - - - - ditto - - - - - - ditto.
19	9 35	11	1 0	- -	- -	11	- -	Ditto - - - - - ditto - - - - - - ditto.
20	9 57	33	1 25	- -	25	8	- -	Ditto - - - - - ditto - - - - - ditto.
21	9 54	30	1 42	- -	42	- -	12	Ditto - - - - - ditto - - - - - - ditto - 12 m. lost by engine slipping.
22	9 45	21	1 23	- -	23	- -	2	Ditto - - - - - ditto - - - - - - ditto.
23	9 34	10	1 34	- -	4	6	- -	Ditto - - - - - ditto - - - - - - ditto.
24	9 49	25	1 25	- -	25	- -	- -	Ditto - - - - - ditto - - - - - - ditto.
25	11 1	1 h. 37 m.	2 26	- -	1 h. 26 m.	11	- -	Ditto - - - - - ditto - - - - - - ditto.
26	9 41	17	1 25	- -	25	- -	8	Ditto - - - - - ditto - - - - - - ditto 8 m. lost by engine slipping.
27	11 51	2 h. 27 m.	3 25	- -	2 h. 25 m.	2	- -	Ditto - - - - - ditto - - - - - - ditto.
28	9 55	31	1 39	- -	39	- -	8	Ditto - - - - - ditto - - - - - - ditto - 8 m. lost by engine slipping.
29	9 40	16	1 10	- -	10	6	- -	Ditto - - - - - ditto - - - - - - ditto.
30	9 33	9	1 8	- -	8	1	- -	Ditto - - - - - ditto - - - - - - ditto.
31	9 49	25	1 25	- -	25	- -	- -	Ditto - - - - - ditto - - - - - - ditto.

MIDLAND RAILWAY—*continued.*

A RETURN of the Working of the UP NIGHT MAIL TRAIN over the Midland Railway, from *Normanton* to *Rugby*, NOVEMBER 1853.

DATE.	Normanton Departure, Proper Time, 9.24 P.M.		Rugby Arrival, Proper Time, 1.0 A.M.			Time Gained on Midland Railway.	Time Lost on Midland Railway.	REMARKS.
	Actual Time of Departure.	Minutes Late.	Actual Time of Arrival.	Before Time.	After Time.			
1853:	P. M.	M.	A. M.		M.	M.	M.	
Nov. 1	9 41	17	1 15	- -	15	2	- -	Late departure from Normanton, waiting for York train.
2	9 40	16	1 15	- -	15	1	- -	Ditto - - - - - ditto - - - - - ditto.
3	9 53	29	1 33	- -	33	- -	4	Ditto - - - - - ditto - - - - - ditto - 4 m. lost by engine slipping.
4	9 45	21	1 28	- -	28	- -	7	Ditto - - - - - ditto - - - - - ditto - 7 m. ditto.
5	9 53	29	1 34	- -	34	- -	5	Ditto - - - - - ditto - - - - - ditto - 5 m. - - ditto.
6	9 37	13	1 2	- -	2	11	- -	Ditto - - - - - ditto - - - - - ditto.
7	9 39	15	1 20	- -	20	- -	5	Ditto - - - - - ditto - - - - - ditto - 5 m. lost by engine slipping.
8	9 32	8	1 22	- -	22	- -	14	Ditto - - - - - ditto - - - - - ditto - 15 m. overtime at Derby, changing and attaching a van of meat.
9	9 44	20	1 25	- -	25	- -	5	Ditto - - - - - ditto - - - - - ditto.
10	9 45	21	1 21	- -	21	- -	- -	Ditto - - - - - ditto - - - - - ditto.
11	9 45	21	1 25	- -	25	- -	4	Ditto - - - - - ditto - - - - - ditto - 4 m. lost by engine slipping.
12	9 44	20	1 23	- -	23	- -	3	Ditto - - - - - ditto - - - - - ditto - 3 m. - - ditto.
13	9 29	5	1 0	- -	- -	5	- -	Ditto - - - - - ditto - - - - - ditto.
14	9 35	11	1 5	- -	5	6	- -	Ditto - - - - - ditto - - - - - ditto.
15	9 35	11	1 15	- -	15	- -	4	Ditto - - - - - ditto - - - - - ditto - 4 m. lost by engine slipping.
16	9 50	26	1 24	- -	24	2	- -	Ditto - - - - - ditto - - - - - ditto.
17	9 55	31	1 34	- -	34	- -	3	Ditto - - - - - ditto - - - - - ditto - 3 m. lost by engine slipping.
18	9 50	26	1 35	- -	35	- -	9	Ditto - - - - - ditto - - - - - ditto - 10 m. - - ditto.
19	11 28	2 h. 4 m.	3 0	- -	2 hours	4	- -	Ditto - - - - - ditto - - - - - ditto.
20	9 37	13	1 0	- -	- -	13	- -	Ditto - - - - - ditto - - - - - ditto.
21	9 46	22	1 35	- -	35	- -	13	Ditto - - - - - ditto - - - - - ditto - Time lost by slow travelling, engine defective.
22	10 14	50	1 50	- -	50	- -	- -	Ditto - - - - - ditto - - - - - ditto.
23	10 1	31	1 35	- -	35	- -	4	Ditto - - - - - ditto - - - - - ditto - 4 m. lost by engine slipping.
24	9 47	23	1 20	- -	20	3	- -	Ditto - - - - - ditto - - - - - ditto.
25	10 21	57	2 70	- -	70	- -	13	Ditto - - - - - ditto - - - - - ditto - Time lost by engine being defective.
26	9 45	21	1 40	- -	40	- -	19	Ditto - - - - - ditto - - - - - ditto - Time lost by engine slipping.
27	9 45	21	1 30	- -	30	- -	9	Ditto - - - - - ditto - - - - - ditto - - - - ditto.
28	9 54	30	1 56	- -	56	- -	26	Ditto - - - - - ditto - - - - - ditto - - - - ditto.
29	9 48	24	1 53	- -	53	- -	29	Ditto - - - - - ditto - - - - - ditto - Delayed 27 m. at Stretton, owing to a goods van being off the line.
30	10 0	36	1 53	- -	53	- -	17	Ditto - - - - - ditto - - - - - ditto - 17 m. lost by engine slipping.

A RETURN of the Working of the UP NIGHT MAIL TRAIN over the Midland Railway, from *Normanton* to *Rugby*, DECEMBER 1853.

DATE.	Normanton Departure, Proper Time, 9.24 P.M.		Rugby Arrival, Proper Time, 1.0 A.M.			Time Gained on Midland Railway.	Time Lost on Midland Railway.	REMARKS.
	Actual Time of Departure.	Minutes Late.	Actual Time of Arrival.	Before Time.	After Time.			
1853:	P.M.	M.	A.M.		M.	M.	M.	
Dec. 1	9 51	27	1 39	- -	39	- -	12	Late departure from Normanton, waiting for York train, 12 m. lost by engine slipping.
2	9 49	25	1 50	- -	50	- -	25	Ditto - - - - - ditto - - - - - ditto - 25 m. - - ditto.
3	10 0	36	1 41	- -	41	- -	5	Ditto - - - - - ditto - - - - - ditto - 5 m. - - ditto.
4	9 37	13	1 25	- -	25	- -	12	Ditto - - - - - ditto - - - - - ditto - 12 m. - - ditto.
5	9 50	26	1 23	- -	23	3	- -	Ditto - - - - - ditto - - - - - ditto.
6	9 52	28	1 25	- -	25	3	- -	Ditto - - - - - ditto - - - - - ditto.
7	9 48	24	1 32	- -	32	- -	8	Ditto - - - - - ditto - - - - - ditto - 8 m. lost in running; heavy fog.
8	9 50	26	1 38	- -	38	- -	12	Ditto - - - - - ditto - - - - - ditto - 12 m. lost by engine slipping.
9	9 49	25	1 42	- -	42	- -	17	Ditto - - - - - ditto - - - - - ditto - 17 m. - - ditto.
10	9 48	24	1 20	- -	20	4	- -	Ditto - - - - - ditto - - - - - ditto.
11	9 34	10	1 0	- -	- -	10	- -	Ditto - - - - - ditto - - - - - ditto.
12	9 44	19	1 30	- -	30	- -	11	Ditto - - - - - ditto - - - - - ditto - 11 m. lost by engine slipping.
13	9 53	28	1 30	- -	30	- -	2	Ditto - - - - - ditto - - - - - ditto.
14	9 47	23	1 34	- -	34	- -	11	Ditto - - - - - ditto - - - - - ditto - 5 m. over time at Derby, attaching and detaching, and 6 m. lost by engine slipping.
15	9 50	26	1 20	- -	20	6	- -	Ditto - - - - - ditto - - - - - ditto.
16	9 39	15	1 23	- -	23	- -	8	Ditto - - - - - ditto - - - - - ditto - 8 m. lost by engine slipping.
17	11 5	1 h. 41 m.	2 37	- -	1 h. 37 m.	4	- -	Ditto - - - - - ditto Goods train having broke down in Normanton Cutting.
18	9 43	19	1 3	- -	3	16	- -	Ditto - - - - - ditto, waiting for York train.
19	9 52	28	1 50	- -	50	- -	22	Ditto - - - - - ditto - - - - - ditto - Lost time in running engine defective.
20	9 47	23	1 28	- -	28	- -	5	Ditto - - - - - ditto - - - - - ditto - 5 m. lost by engine slipping.
21	9 46	22	1 34	- -	34	- -	12	Ditto - - - - - ditto - - - - - ditto - 12 m. - - ditto.
22	10 17	53	1 58	- -	58	- -	5	Ditto - - - - - ditto - - - - - ditto - 5 m. - - ditto.
23	9 59	35	3 10	- -	2 h. 10 m.	- -	1 h. 25 m.	Ditto - - - - - ditto - - - - - ditto - Time lost at Leicester, engine being defective.
24	10 11	47	1 50	- -	50	- -	3	Ditto - - - - - ditto - - - - - ditto.
25	9 52	28	1 18	- -	18	- -	10	Ditto - - - - - ditto - - - - - ditto - 10 m. lost by engine slipping.
26	9 42	18	1 39	- -	39	- -	21	Ditto - - - - - ditto - - - - - ditto - 21 m. lost in running, engine being short of steam.
27	9 56	32	1 53	- -	53	- -	21	Ditto - - - - - ditto - - - - - ditto - 21 m. - - ditto.
28	10 2	38	2 20	- -	80	- -	42	Ditto - - - - - ditto - - - - - ditto - Time lost by engine being defective.
29	9 52	28	2 40	- -	1 h. 40 m.	- -	72	Ditto - - - - - ditto - - - - - ditto - 64 m. lost, engine being defective; delayed 9 m. by goods train near Ambergate.
30	9 50	26	1 30	- -	30	- -	4	Ditto - - - - - ditto - - - - - ditto.
31	9 55	31	2 5	- -	65	- -	34	Ditto - - - - - ditto - - - - - ditto - 34 m. lost by slow travelling, engine being short of steam.

A RETURN of the Working of the UP MORNING MAIL TRAIN over the Midland Railway, from *Normanton* to *Rugby*, OCTOBER 1853.

DATE.	Normanton Departure, Proper Time, 3.10 A. M.		Rugby Arrival, Proper Time, 8.0 A. M.			Time Gained on Midland Railway.	Time Lost on Midland Railway.	REMARKS.
	Actual Time of Departure.	Minutes Late.	Actual Time of Arrival.	Before Time.	After Time.			
1853:	A. M.	M.	A. M.	M.	M.	M.	M.	
October 1	3 35	25	8 20	- - -	20	5	- -	Late departure from Normanton, waiting of York train.
2	3 20	10	9 35	- - -	5	5	- -	Ditto - - - - - ditto - - - - - ditto.
3	3 11	1	8 0	- - -	- - -	1		
4	3 22	12	8 0	- - -	- - -	12	- -	Late departure from Normanton, waiting for York train.
5	3 25	15	7 58	2	- - -	17	- -	Ditto - - - - - ditto - - - - - ditto.
6	3 20	10	7 57	3	- - -	13	- -	Ditto - - - - - ditto - - - - - ditto.
7	3 30	20	8 0	- - -	- - -	20	- -	Ditto - - - - - ditto - - - - - ditto.
8	3 58	48	8 5	- - -	5	43	- -	Ditto - - - - - ditto - - - - - ditto.
9	3 20	10	9 55	- - -	25	- - -	15	Ditto - - - - - ditto - - - - - ditto - 15 m. lost by engine slipping.
10	3 10	- - -	8 7	- - -	7	- - -	7	Delayed at Kegworth, waiting for Nottingham train.
11	3 16	6	7 57	3	- - -	9	- -	Late departure from Normanton, waiting for York train.
12	3 32	22	7 58	2	- - -	24	- -	Ditto - - - - - ditto - - - - - ditto.
13	3 33	23	8 0	- - -	- - -	23	- -	Ditto - - - - - ditto - - - - - ditto.
14	3 35	25	7 56	4	- - -	29	- -	Ditto - - - - - ditto - - - - - ditto.
15	4 1	51	8 5	- - -	5	46	- -	Ditto - - - - - ditto - - - - - ditto.
16	3 25	15	9 30	- - -	- - -	15	- -	Ditto - - - - - ditto - - - - - ditto.
17	3 12	2	8 4	- - -	4	- - -	2	Delayed at Normanton, attaching and sorting fish.
18	5 15	2 h. 5 m.	10 8	- - -	2 h. 8 m.	- - -	3	Late departure from Normanton, waiting for York train - 3 m. lost, heavy train.
19	3 30	20	7 55	5	- - -	25	- -	Ditto - - - - - ditto - - - - - ditto.
20	3 25	15	7 55	5	- - -	20	- -	Ditto - - - - - ditto - - - - - ditto.
21	5 10	2 hours	9 25	- - -	1 h. 25 m.	35	- -	Ditto - - - - - ditto - - - - - ditto.
22	3 53	43	8 15	- - -	15	28	- -	Ditto - - - - - ditto - - - - - ditto.
23	3 15	5	9 30	- - -	- - -	5	- -	Ditto - - - - - ditto - - - - - ditto.
24	3 10	- - -	8 0	—				
25	3 45	35	8 3	- - -	3	32	- -	Late departure from Normanton, waiting for York train.
26	3 28	18	8 4	- - -	4	14	- -	Ditto - - - - - ditto - - - - - ditto.
27	3 55	45	8 5	- - -	5	40	- -	Ditto - - - - - ditto - - - - - ditto.
28	3 52	42	8 4	- - -	4	38	- -	Ditto - - - - - ditto - - - - - ditto.
29	4 10	60	8 13	- - -	13	47	- -	Ditto - - - - - ditto - - - - - ditto.
30	3 22	12	9 28	2	- - -	14	- -	Ditto - - - - - ditto - - - - - ditto.
31	3 10	- - -	8 0	—				

A RETURN of the Working of the Up Morning Mail Train over the Midland Railway, from *Normanton* to *Rugby*, November 1853.

DATE.	Normanton Departure, Proper Time, 3.10 A.M.		Rugby Arrival, Proper Time, 8.0 A.M.			Time Gained on Midland Railway.	Time Lost on Midland Railway.	REMARKS.
	Actual Time of Departure.	Minutes Late.	Actual Time of Arrival.	Before Time.	After Time.			
1853:	A. M.	M.	A. M.	M.	M.	M.	M.	
November 1	3 25	15	8 0	- - -	- - -	15	-	Late departure from Normanton, waiting for York train.
2	3 20	10	7 58	2	- - -	12	- -	Ditto - - - - - ditto - - - - - ditto.
3	3 18	8	9 44	- - -	1 h. 44 m.	- -	1 h. 36 m.	- - Delayed between Masbro' and Eckington; Manchester goods train broke down.
4	3 26	16	8 1	- - -	1	15	- -	Late departure from Normanton, waiting for York train.
5	4 53	1 h. 43 m.	8 50	- - -	50	43	- -	Ditto - - - - - ditto - - - - - ditto.
6	3 25	15	9 37	- - -	7	8	- -	Ditto - - - - - ditto - - - - - ditto.
7	3 10	- - -	8 10	- - -	10	- -	10	Delayed at Kegworth, attaching carriages and horse-boxes.
8	3 45	35	8 10	- - -	10	25	- -	Late departure from Normanton, waiting for York train.
9	3 25	15	8 0	- - -	- - -	15	- -	Ditto - - - - - ditto - - - - - ditto.
10	3 36	26	8 0	- - -	- - -	26	- -	Ditto - - - - - ditto - - - - - ditto.
11	3 19	9	8 0	- - -	- - -	9	- -	Ditto - - - - - ditto - - - - - ditto.
12	5 5	1 h. 55 m.	9 15	- - -	1 h. 15 m.	40	- -	Ditto - - - - - ditto - - - - - ditto.
13	3 35	25	9 41	- - -	11	14	- -	Ditto - - - - - ditto - - - - - ditto.
14	3 12	2	8 8	- - -	8	- -	6	- - Delayed at Kegworth, waiting for Nottingham train, which had lost time by slipping.
15	3 30	20	8 0	- - -	- - -	20	- -	Late departure from Normanton, waiting for York train.
16	3 47	37	8 0	- - -	- - -	37	- -	Ditto - - - - - ditto - - - - - ditto.
17	4 16	66	8 15	- - -	15	51	- -	Ditto - - - - - ditto - - - - - ditto.
18	3 45	35	8 0	- - -	- - -	35	- -	Ditto - - - - - ditto - - - - - ditto.
19	3 51	41	8 7	- - -	7	34	- -	Ditto - - - - - ditto - - - - - ditto.
20	3 20	10	9 30	- - -	- - -	10	- -	Ditto - - - - - ditto - attaching and sorting fish.
21	3 10	- - -	7 58	2	- - -	2	- -	Ditto - - - - - ditto - waiting for York train.
22	4 45	1 h. 35 m.	9 5	- - -	1 h. 5 m.	30	- -	Ditto - - - - - ditto - - - - - ditto.
23	4 55	1 h. 45 m.	9 10	- - -	1 h. 10 m.	35	- -	Ditto - - - - - ditto - - - - - ditto.
24	4 28	1 h. 18 m.	8 30	- - -	30	48	- -	Ditto - - - - - ditto - - - - - ditto.
25	3 20	10	8 2	- - -	2	8	- -	Ditto - - - - - ditto - - - - - ditto.
26	3 40	30	8 5	- - -	5	25	- -	Ditto - - - - - ditto - - - - - ditto.
27	3 30	20	9 55	- - -	25	- -	5	Ditto - - - - - ditto - - - - - ditto - 5 m. lost by engine slipping.
28	3 10	- - -	8 12	- - -	12	- -	12	- - Delayed 10 m. at Kegworth; Nottingham train late, which had lost time by slipping.
29	4 2	52	8 17	- - -	17	35	- -	Late departure from Normanton, waiting for York train.
30	3 13	8	8 0	- - -	- - -	8	- -	Ditto - - - - - ditto - - - - - ditto.

MIDLAND RAILWAY—*continued.*

A RETURN of the Working of the UP DAY MAIL TRAIN over the Midland Railway, from *Normanton* to *Rugby*, DECEMBER 1853.

DATE.	Normanton Departure, Proper Time, 3 10. A. M.		Rugby Arrival, Proper Time, 8.0 A. M.			Time Gained on Midland Railway.	Time Lost on Midland Railway.	REMARKS.
	Actual Time of Departure.	Minutes Late.	Actual Time of Arrival.	Before Time.	After Time.			
1853:	A. M.	M.	A. M.	M.	M.	M.	M.	
December 1	3 30	20	8 2	- - -	2	18	- -	Late departure from Normanton, waiting for York train.
2	3 15	5	8 5	- - -	5	- -	- -	Ditto - - - - - ditto - - - - ditto.
3	4 10	60	8 25	- - -	25	35	- -	Ditto - - - - - ditto - - - - ditto.
4	3 15	5	9 35	- - -	5	- -	- -	Ditto - - - - - ditto - - - - ditto.
5	3 12	2	8 14	- - -	14	- -	12	Time lost at stations, attaching horse-boxes.
6	3 30	20	8 7	- - -	7	13	- -	Late departure from Normanton, waiting for York train.
7	3 35	25	8 14	- - -	14	11	- -	Ditto - - - - - ditto - - - - ditto.
8	3 30	20	8 15	- - -	15	5	- -	Ditto - - - - - ditto - - - - ditto.
9	3 25	15	8 3	- - -	3	12	- -	Ditto - - - - - ditto - - - - ditto.
10	4 12	62	8 16	- - -	16	46	- -	Ditto - - - - - ditto - - - - ditto.
11	3 20	10	9 30	- - -	- - -	10	- -	Ditto - - - - - ditto - - - - ditto.
12	3 14	4	7 57	3	- - -	7	- -	Ditto - - - - - ditto - - - - ditto.
13	3 30	20	7 56	4	- - -	24	- -	Ditto - - - - - ditto - - - - ditto.
14	3 30	20	8 5	- - -	5	15	- -	Ditto - - - - - ditto - - - - ditto.
15	3 30	20	7 55	5	- - -	25	- -	Ditto - - - - - ditto - - - - ditto.
16	3 27	17	8 0	- - -	- - -	17	- -	Ditto - - - - - ditto - - - - ditto.
17	3 27	17	8 0	- - -	- - -	17	- -	Ditto - - - - - ditto - - - - ditto.
18	3 15	5	9 30	- - -	- - -	5	- -	Ditto - - - - - ditto - - - - ditto.
19	3 10	- - -	8 1	- - -	1	- -	1	
20	3 33	23	7 59	1	- - -	24	- -	Late departure from Normanton, waiting for York train.
21	3 33	23	8 15	- - -	15	8	- -	Ditto - - - - - ditto - - - - ditto.
22	3 35	25	8 25	- - -	25	- -	- -	Ditto - - - - - ditto - - - - ditto.
23	3 20	10	8 0	- - -	- - -	10	- -	Ditto - - - - - ditto - - - - ditto.
24	3 45	35	8 2	- - -	2	33	- -	Ditto - - - - - ditto - - - - ditto.
25	3 15	5	10 15	- - -	45	- -	40	Lost time by slow travelling, engine being short of steam.
26	3 10	- - -	8 2	- - -	2	- -	2	
27	3 22	12	8 0	- - -	- - -	12	- -	Late departure from Normanton, waiting for York train.
28	3 58	48	8 8	- - -	8	40	- -	Ditto - - - - - ditto - - - - ditto.
29	3 19	9	8 0	- - -	- - -	9	- -	Ditto - - - - - ditto - - - - ditto.
30	3 17	7	8 0	- - -	- - -	7	- -	Ditto - - - - - ditto - - - - ditto.
31	3 23	13	8 0	- - -	- - -	13	- -	Ditto - - - - - ditto - - - - ditto.

A RETURN of the Working of the DOWN DAY EXPRESS MAIL TRAIN over the Midland Railway, from *Rugby* to *Normanton*, OCTOBER 1853.

DATE.	Rugby Departure, Proper Time, 11.45 A. M.		Normanton Arrival, Proper Time, 3.3 P. M.			Time Gained on Midland Railway.	Time Lost on Midland Railway.	REMARKS.
	Actual Time of Departure.	Minutes Late.	Actual Time of Arrival.	Before Time.	After Time.			
1853:	A. M.	M.	P. M.	M.	M.	M.	M.	
October 1	11 51	6	3 27	- - -	24	- -	18	Late departure from Rugby, waiting for London train. Delayed at Derby, Birmingham train late.
3	11 53	8	3 2	1	- - -	9	- -	Ditto - - - - ditto - - - - - - ditto.
4	11 55	10	3 3	- - -	- - -	10	- -	Ditto - - - - ditto - - - - - - ditto.
5	11 52	7	3 10	- - -	7	- -	- -	Ditto - - - - ditto - - - - - - ditto.
6	11 52	7	3 6	- - -	3	4	- -	Ditto - - - - ditto - - - - - - ditto.
7	11 50	5	3 0	3	- - -	8	- -	Ditto - - - - ditto - - - - - - ditto.
8	11 52	7	3 3	- - -	- - -	7	- -	Ditto - - - - ditto - - - - - - ditto.
10	11 50	5	3 3	- - -	- - -	5	- -	Ditto - - - - ditto - - - - - - ditto.
11	11 51	6	3 10	- - -	7	- -	1	Ditto - - - - ditto - - - - - - ditto.
12	11 50	5	3 5	- - -	2	3	- -	Ditto - - - - ditto - - - - - - ditto.
13	12 5 p.m.	20	3 20	- - -	17	3	- -	Ditto - - - - ditto - - - - - - ditto.
14	11 54	9	3 0	3	- - -	12	- -	9m. delayed at starting, detaching defective carriage.
15	11 54	9	3 5	- - -	2	7	- -	Late departure from Rugby, waiting for London train.
17	11 55	10	3 9	- - -	6	4	- -	Ditto - - - - ditto - - - - - - ditto.
18	11 55	10	3 2	1	- - -	11	- -	Ditto - - - - ditto - - - - - - ditto.
19	11 53	8	3 5	- - -	2	6	- -	Ditto - - - - ditto - - - - - - ditto.
20	11 55	10	3 12	- - -	9	1	- -	Ditto - - - - ditto - - - - - - ditto.
21	12 5 p.m.	20	3 16	- - -	13	7	- -	Ditto - - - - ditto - - - - - - ditto.
22	11 53	8	3 9	- - -	6	2	- -	Ditto - - - - ditto - - - - - - ditto.
24	11 53	8	3 3	- - -	- - -	8	- -	Ditto - - - - ditto - - - - - - ditto.
25	11 50	5	3 7	- - -	4	1	- -	Ditto - - - - ditto - - - - - - ditto.
26	11 48	3	3 7	- - -	4	- -	1	Ditto - - - - ditto - - - - - - ditto.
27	11 45	- - -	3 14	- - -	11	- -	11	Late from Derby, waiting for trains from the West.
28	11 56	11	3 5	- - -	2	9	- -	Late departure from Rugby, waiting for London train.
29	11 50	5	3 6	- - -	3	2	- -	Ditto - - - - ditto - - - - - - ditto.
31	11 49	4	3 0	3	- - -	7	- -	Ditto - - - - ditto - - - - - - ditto.

MIDLAND RAILWAY—*continued.*

A RETURN of the Working of the DOWN DAY EXPRESS MAIL TRAIN over the Midland Railway, from *Rugby* to *Normanton*, NOVEMBER 1853.

DATE.	Rugby Departure, Proper Time, 11.45 A.M.		Normanton Arrival, Proper Time, 3.3 P.M.			Time Gained on Midland Railway.	Time Lost on Midland Railway.	REMARKS.
	Actual Time of Departure.	Minutes Late.	Actual Time of Arrival.	Before Time.	After Time.			
1853:	A. M.	M.	P. M.	M.	M.	M.	M.	
Nov. 1	11 49	4	3 0	3	- - -	7	- -	Late departure from Rugby, waiting for London train.
2	11 48	3	3 0	3	- - -	6	- -	Ditto - - - - ditto - - - - - - ditto.
3	11 50	5	3 4	- - -	1	4	- -	Ditto - - - - ditto - - - - - - ditto.
4	11 50	5	3 2	1	- - -	6	- -	Ditto - - - - ditto - - - - - - ditto.
5	11 50	5	3 13	- - -	10	- -	5	12 m. late from Derby, waiting for Birmingham train.
7	11 51	6	3 5	- - -	2	4	- -	Late departure from Rugby, waiting for London train.
8	11 55	10	3 5	- - -	2	8	- -	Ditto - - - - ditto - - - - - - ditto.
9	11 54	9	3 5	- - -	2	7	- -	Ditto - - - - ditto - - - - - - ditto.
10	11 54	9	3 3	- - -	- - -	9	- -	Ditto - - - - ditto - - - - - - ditto.
11	11 55	10	3 2	1	- - -	11	- -	Ditto - - - - ditto - - - - - - ditto.
12	11 53	8	3 2	1	- - -	9	- -	Ditto - - - - ditto - - - - - - ditto.
14	11 54	9	3 5	- - -	2	7	- -	Ditto - - - - ditto - - - - - - ditto.
15	11 50	5	3 5	- - -	2	3	- -	Ditto - - - - ditto - - - - - - ditto.
16	11 54	9	3 5	- - -	2	7	- -	Ditto - - - - ditto - - - - - - ditto.
17	12 59 p.m.	1 h. 14 m.	3 50	- - -	47	27	- -	Ditto - - - - ditto - - - - - - ditto.
18	11 55	10	3 8	- - -	5	5	- -	Ditto - - - - ditto - - - - - - ditto.
19	11 53	8	3 0	3	- - -	11	- -	Ditto - - - - ditto - - - - - - ditto.
21	11 46	1	3 5	- - -	2	- -	1	
22	11 53	8	3 8	- - -	5	3	- -	Late departure from Rugby, waiting for London train.
23	11 48	3	3 5	- - -	2	1		
24	11 47	2	3 5	- - -	2	—		
25	11 49	4	3 6	- - -	3	1	- -	Late departure from Rugby, waiting for London train.
26	11 53	8	3 12	- - -	9	- -	1	Ditto - - - - ditto - - - - - - ditto.
28	11 57	7	3 24	- - -	21	- -	14	Ditto - - - - ditto - - - - - - ditto.
29	11 53	8	3 5	- - -	2	6	- -	Ditto - - - - ditto - - - - - - ditto.
30	11 50	5	3 4	- - -	1	4	- -	Ditto - - - - ditto - - - - - - ditto.

A RETURN of the Working of the DOWN DAY EXPRESS MAIL TRAIN over the Midland Railway, from *Rugby* to *Normanton*, DECEMBER 1853.

DATE.	Rugby Departure, Proper Time, 11.45 A. M.		Normanton Arrival, Proper Time, 3.3 P. M.			Time Gained on Midland Railway.	Time Lost on Midland Railway.	REMARKS.
	Actual Time of Departure.	Minutes Late.	Actual Time of Arrival.	Before Time.	After Time.			
1853:	A. M.	M.	P. M.	M.	M.	M.		
Dec. 1 -	2 18	2 h. 33 m.	5 40	- -	2 h. 27 m.	6	- -	Late departure from Rugby, waiting for London train.
2 -	11 52	7	3 5	- -	2	5	- -	Ditto - - - - - ditto - - - - - ditto.
3 -	11 52	7	3 5	- -	2	5	- -	Ditto - - - - - ditto - - - - - ditto.
5 -	11 58	13	3 8	- -	5	8	- -	Ditto - - - - - ditto - - - - - ditto.
6 -	11 50	5	3 16	- -	13	- -	8	8 m. over time at Derby, waiting for Birmingham train.
7 -	12 0 m.	15	3 11	- -	8	7	- -	Late departure from Rugby, waiting for London train.
8 -	11 53	8	3 30	- -	27	- -	19	Ditto - - - - - ditto - - - - - ditto - 22 m. over time at Derby, waiting for Birmingham train.
9 -	11 53	8	3 14	- -	11	- -	3	Ditto - - - - - ditto - - - - - ditto.
10 -	12 15p.m.	30	3 24	- -	21	9	- -	Ditto - - - - - ditto - - - - - ditto.
12 -	11 50	5	3 2	1	- -	6	- -	Ditto - - - - - ditto - - - - - ditto.
13 -	12 20p.m.	35	3 20	- -	17	18	- -	Ditto - - - - - ditto - - - - - ditto.
14 -	11 52	7	3 14	- -	11	- -	4	Ditto - - - - - ditto - - - - - ditto.
15 -	12 5p.m.	20	3 22	- -	19	1	- -	Ditto - - - - - ditto - - - - - ditto.
16 -	12 8p.m.	23	3 25	- -	22	1	- -	Ditto - - - - - ditto - - - - - ditto.
17 -	11 55	10	3 10	- -	7	3	- -	Ditto - - - - - ditto - - - - - ditto.
19 -	11 53	8	3 29	- -	26	- -	18	Ditto - - - - - ditto - - - - - ditto - 15 m. over time at Derby, Birmingham train late.
20 -	11 50	5	3 10	- -	7	- -	2	Ditto - - - - - ditto - - - - - ditto.
21 -	11 58	13	3 24	- -	21	- -	8	Ditto - - - - - ditto - - - - - ditto - Lost time by engine slipping.
22 -	11 56	11	3 17	- -	14	- -	3	Ditto - - - - - ditto - - - - - ditto.
23 -	12 1p.m.	16	3 22	- -	19	- -	3	Ditto - - - - - ditto - - - - - ditto.
24 -	11 59	14	3 31	- -	28	- -	14	Ditto - - - - - ditto - - - - - ditto - Delayed 14 m. on the curve at Derby by a goods train.
26 -	11 57	12	3 6	- -	3	9	- -	Ditto - - - - - ditto - - - - - ditto.
27 -	11 56	11	3 27	- -	24	- -	13	Ditto - - - - - ditto - - - - - ditto - 16 m. over time at Derby, Birmingham train late.
28 -	11 52	7	3 32	- -	29	- -	22	Ditto - - - - - ditto - - - - - ditto - 21 m. over time at Derby, Birmingham train late.
29 -	12 0 m.	15	3 13	- -	10	5	- -	Ditto - - - - - ditto - - - - - ditto.
30 -	11 55	10	3 13	- -	10	- -	- -	Ditto - - - - - ditto - - - - - ditto.
31 -	12 0 m.	15	3 24	- -	21	- -	6	Ditto - - - - - ditto - - - - - ditto - Delayed 10 m. between Darfield and Barnsley by goods train breaking down.

MIDLAND RAILWAY—*continued.*

A RETURN of the Working of the DOWN NIGHT MAIL TRAIN over the Midland Railway, from *Rugby* to *Normanton*, OCTOBER 1853.

DATE.	Rugby Departure, Proper Time, 12.5 A.M.		Normanton Arrival, Proper Time, 3.45 A.M.			Time Gained on Midland Railway.	Time Lost on Midland Railway.	REMARKS.
	Actual Time of Departure.	Minutes Late.	Actual Time of Arrival.	Before Time.	After Time.			
1853:	A. M.	M.	A. M.		M.	M.	M.	
October 1	12 15	10	6 15	- -	2 h. 30 m.	- -	2 h. 20 m.	Late departure from Rugby; London train late, delayed by engine breaking down at Belper.
2	12 17	12	4 1	- -	16	- -	4	- Ditto - - - - - - - - ditto - - - - 4 m. lost by engine slipping.
3	12 5	- -	3 58	- -	13	- -	1	- - 15 m. late from Derby, waiting for Birmingham train, which was delayed at Tamworth for Liverpool mail 12 minutes.
4	12 5	- -	4 5	- -	20	- -	5	19 m. late from Derby, waiting for Birmingham train, which was delayed 15 m. at Tamworth for Liverpool mail.
5	12 10	5	4 1	- -	16	- -	1	16 m. - - - - - - ditto - - - - - - - - ditto - - - - - 15 m. - - - ditto.
6	12 15	10	4 3	- -	18	- -	3	13 m. - - - - - - ditto - - - - - - - - ditto - - - - - 15 m. - - - ditto.
7	12 10	5	4 25	- -	40	- -	26	16 m. - - - - - - ditto - - - - - - - - ditto - - - - - 9 m. - - - ditto; and 22 minutes delayed at Normanton Cutting, Manchester goods train in front.
8	12 9	4	4 20	- -	35	- -	22	- - 28 m. late from Derby, waiting for Birmingham train, which was delayed 13 m. at Tamworth for Liverpool mail, and also 6 m. over time at Masborough, waiting for post-office.
9	12 10	5	4 3	- -	18	- -	5	16 m. late from Derby, waiting for Birmingham train, which was delayed 13 m. at Tamworth for Liverpool mail.
10	12 10	5	3 52	- -	7	- -	2	
11	12 10	5	4 18	- -	33	- -	22	- - 15 m. late from Derby, waiting for Birmingham train, which was delayed at Tamworth 11 m. for Liverpool mail; delayed 15 m. at Normanton by Manchester goods train.
12	12 10	5	4 15	- -	30	- -	18	- - 15 m. late from Derby, waiting for Birmingham train, which was delayed at Tamworth 12 m. for Liverpool mail; delayed near Normanton, Liverpool goods train in front.
13	12 20	15	4 32	- -	47	- -	15	- - 32 m. late from Derby, waiting for Birmingham train, which was delayed at Tamworth 32 m. for Liverpool mail; 15 m. lost by engine slipping.
14	12 9	4	4 24	- -	39	- -	14	- - 26 m. late from Derby, waiting for Birmingham train, which was delayed at Tamworth 25 m. for Liverpool mail; 14 m. lost by engine slipping.
15	12 14	9	4 8	- -	23	- -	14	Late departure from Rugby; London train late, delayed 13 m. near Normanton by York engine.
16	12 5	- -	4 2	- -	17	- -	5	12 m. late from Derby, waiting for Birmingham train, which was delayed 12 m. at Tamworth for Liverpool mail.
17	12 5	- -	3 50	- -	5	- -	5	
18	12 15	10	4 17	- -	32	- -	22	28 m. delayed at Derby detaching carriages and marshalling the train.
19	12 9	4	3 57	- -	12	- -	8	Late departure, waiting of London train; 7 m. lost by engine slipping.
20	12 24	19	4 1	- -	16	3	- -	- Ditto - - - - - ditto.
21	12 10	5	3 50	- -	5	- -	- -	- Ditto - - - - - ditto.
22	12 21	16	4 13	- -	28	- -	9	- - Late departure, waiting of London train; delayed 3 m. at Masbro', waiting for post-office; 9 m. lost by engine slipping.
23	12 12	7	4 11	- -	26	- -	12	- - 20 m. late from Derby, waiting for Birmingham train, which was delayed 14 m. at Tamworth for Liverpool mail; 12 m. lost by engine slipping.
24	12 7	2	3 46	- -	1	1	—	
25	12 10	5	4 11	- -	26	- -	14	- - 14 m. late from Derby, waiting for Birmingham train, which was delayed 12 m. at Tamworth for Liverpool mail; 14 m. delayed at Normanton by Manchester goods train.
26	12 10	5	3 59	- -	14	6	- -	18 m. late from Derby, waiting for Birmingham train, which was delayed 20 m. at Tamworth for Liverpool mail.
27	12 13	8	4 9	- -	24	- -	13	- - 22 m. late from Derby, waiting for Birmingham train, which was delayed 11 m. at Tamworth for Liverpool mail; 13 m. lost by engine slipping.
28	12 11	16	4 4	- -	19	- -	6	21 m. late from Derby, waiting for Birmingham train, which was delayed 13 m. at Tamworth for Liverpool mail.
29	12 35	30	4 24	- -	39	- -	9	Late departure from Rugby; London train late; 9 m. lost by engine slipping.
30	12 14	9	3 55	- -	10	- -	1	- Ditto - - - - - - - - ditto.
31	12 14	9	3 47	- -	2	7	- -	- Ditto - - - - - - - - ditto.

A RETURN of the Working of the DOWN NIGHT MAIL TRAIN over the Midland Railway, from *Rugby* to *Normanton*, NOVEMBER 1853.

DATE.	Rugby Departure, Proper Time, 12.5 A.M.		Normanton Arrival, Proper Time, 3.45 A.M.			Time Gained on Midland Railway.	Time Lost on Midland Railway.	REMARKS.
	Actual Time of Departure.	Minutes Late.	Actual Time of Arrival.	Before Time.	After Time.			
1853:	A. M.	M.	A. M.	M.	M.	M.	M.	
Nov. 1	12 15	10	3 57	- -	12	- -	2	Late departure from Rugby; London train late.
2	12 17	12	4 3	- -	18	- -	6	- Ditto - - - - - - - - - ditto; 6 m. lost by engine slipping.
3	12 23	18	7 50	- -	4 h. 7 m.	- -	3 h. 49 m.	- Ditto - - - - - - - - - ditto; 3 h. 35 m. delayed at Chesterfield; goods train broke down.
4	12 10	5	4 6	- -	21	- -	10	- - 16 m. late from Derby, waiting for Birmingham train, which was delayed 11 m. at Tamworth for Liverpool mail; 10 m. lost by engine slipping.
5	12 17	12	4 12	- -	27	- -	2	- - 26 m. late from Derby, waiting for Birmingham train, which was delayed 25 m. at Tamworth for Liverpool mail.
6	12 16	11	4 8	- -	23	- -	12	- - 15 m. late from Derby, waiting for Birmingham train, which was delayed 12 m. at Tamworth for Liverpool mail; 11 m. lost by engine slipping.
7	12 5	- -	3 55	- -	10	- -	2	- - 11 m. late from Derby, waiting for Birmingham train, which was delayed 8 m. at Tamworth for Liverpool mail.
8	12 10	5	4 17	- -	32	- -	17	- - 30 m. late from Derby, waiting for Birmingham train, which was delayed 15 m. at Tamworth for Liverpool mail; 17 m. lost by engine slipping.
9	12 13	8	3 55	- -	10	- -	2	Late departure from Rugby, London train late.
10	12 19	14	4 5	- -	20	- -	6	- Ditto - - - - - - - - - ditto; delayed 10 m. at Normanton Cutting by Manchester goods train.
11	12 10	5	4 12	- -	27	- -	22	- Ditto - - - - - - - - - ditto; 22 m. lost by engine slipping.
12	12 34	29	4 19	- -	34	- -	0	- Ditto - - - - - - - - - ditto; delayed 5 m. at Masbro' waiting for post-office
13	12 5	- -	4 13	- -	28	- -	28	Delayed 12 m. at Derby waiting for parcels; 16 m. lost by engine slipping.
14	12 10	5	3 51	- -	6	- -	1	
15	12 24	19	4 25	- -	40	- -	21	Late departure from Rugby, London train late; 21 m. lost by engine slipping.
16	12 19	14	4 9	- -	24	- -	10	- Ditto - - - - - - ditto - - - - - 10 m. - - - ditto.
17	12 33	28	4 43	- -	58	- -	30	- Ditto - - - - - - ditto - - - - - 30 m. - - - ditto.
18	12 10	5	4 20	- -	35	- -	30	Delayed at Normanton by Manchester goods train.
19	12 21	16	4 18	- -	33	- -	17	Late departure from Rugby, London train late; 17 m. lost by engine slipping.
20	12 15	10	4 5	- -	20	- -	10	- Ditto - - - - - ditto - - - - - 10 m. - - - ditto.
21	12 7	2	3 41	4	- -	6	—	
22	12 19	14	4 20	- -	35	- -	15	- - 27 m. late from Derby, waiting for Birmingham train, which was delayed 20 m. at Tamworth for Liverpool mail; 15 m. lost by engine slipping.
23	12 40	35	4 48	- -	63	- -	28	- - Late departure from Rugby, London train late; delayed 15 m. at Normanton by goods train, and 13 m. lost by slipping.
24	1 7	62	4 45	- -	60	2	- -	Late departure from Rugby, London train late.
25	12 6	1	4 5	- -	20	- -	2	- - 21 m. late from Derby, waiting for Birmingham train, which was delayed 18 m. at Tamworth for Liverpool mail.
26	12 26	21	4 27	- -	42	- -	21	Late departure from Rugby, London train late; 21 m. lost by engine slipping.
27	12 16	11	4 18	- -	33	- -	22	- Ditto - - - - - - - - ditto - - - - 22 m. - - - ditto.
28	12 5	- -	3 48	- -	3	- -	3	
29	12 10	5	3 52	- -	7	- -	2	- - 12 m. late from Derby, Birmingham train late, which was delayed 13 m. at Tamworth for Liverpool mail.
30	12 9	4	3 59	- -	14	- -	10	10 m. lost by engine slipping.

A RETURN of the Working of the DOWN NIGHT MAIL TRAIN over the Midland Railway, from *Rugby* to *Normanton*, DECEMBER 1853.

DATE.	Rugby Departure, Proper Time, 12.5 A.M.		Normanton Arrival, Proper Time, 3.45 A.M.			Time Gained on Midland Railway.	Time Lost on Midland Railway.	REMARKS.
	Actual Time of Departure.	Minutes Late.	Actual Time of Arrival.	Before Time.	After Time.			
1853:	A. M.	M.	A. M.	M.	M.	M.	M.	
December 1	12 25	20	4 12	- - -	27	- - -	7	Late departure from Rugby, London train late; 7 m. lost by engine slipping.
2	12 15	10	4 8	- - -	23	- - -	9	- - 20 m. late from Derby, waiting for Birmingham train, which was delayed 14 m. at Tamworth for Liverpool mail; 9 m. lost by slipping.
3	12 30	25	4 30	- - -	45	- - -	20	Late departure from Rugby, London train late; 20 m. lost by engine slipping.
4	12 20	15	4 0	- - -	15	- - -	- - -	- Ditto - - - - - - - - - ditto.
5	12 5	- - -	4 0	- - -	15	2	- - -	- - 15 m. late from Derby, waiting for Birmingham train, which was delayed 17 m. at Tamworth for Liverpool mail.
6	12 15	10	4 4	- - -	19	- - -	9	Late departure from Rugby, London train late; 9 m. lost by engine slipping.
7	12 12	7	4 8	- - -	23	- - -	16	- Ditto - - - - - - - - - ditto; delayed 8 m. at Eckington; goods engine off the line; 8 m. lost by slipping.
8	12 25	20	4 11	- - -	26	- - -	6	Late departure from Rugby, London train late; 6 m. lost by engine slipping.
9	12 20	15	4 2	- - -	17	- - -	2	- Ditto - - - - - - - - - ditto.
10	12 26	21	4 27	- - -	42	- - -	21	- Ditto - - - - - - - - - ditto; 21 m. lost by engine slipping.
11	12 41	36	4 32	- - -	47	- - -	11	- Ditto - - - - - - - - - ditto; delayed 11 m., engine having a hot axle.
12	12 12	7	3 48	- - -	3	4	- - -	- Ditto - - - - - - - - - ditto.
13	12 11	6	3 58	- - -	13	- - -	7	- Ditto - - - - - - - - - ditto; 7 m. lost by engine slipping.
14	12 12	7	3 57	- - -	12	- - -	5	- Ditto - - - - - - - - - ditto; 5 m. - - ditto.
15	12 14	9	4 21	- - -	36	- - -	19	- - 11 m. late from Derby, waiting for Birmingham train, which was delayed 17 m. at Tamworth for Liverpool mail; 19 m. lost by engine slipping.
16	12 18	13	4 11	- - -	26	- - -	13	Late departure from Rugby, London train late; 13 m. lost by engine slipping.
17	12 34	29	4 45	- - -	60	- - -	31	- Ditto - - - - - - - - - ditto - - - 31 m. - - ditto.
18	12 11	6	4 26	- - -	41	- - -	35	- Ditto - - - - - - - - - ditto - - - 35 m. - - ditto.
19	12 8	3	4 2	- - -	17	- - -	7	- - 10 m. late from Derby, waiting for Birmingham train, which was delayed 10 m. at Tamworth for Liverpool mail.
20	12 36	31	4 30	- - -	45	- - -	12	Late departure from Rugby, London train late; lost time by engine slipping.
21	12 28	23	4 25	- - -	40	- - -	17	- Ditto - - - - - - - - - ditto - - - - - ditto.
22	12 38	33	4 38	- - -	53	- - -	20	- Ditto - - - - - - - - - ditto - - - - - ditto.
23	12 22	17	4 35	- - -	50	- - -	33	- Ditto - - - - - - - - - ditto - - - - - ditto.
24	12 47	42	5 4	- - -	1 h. 19 m.	- - -	37	- Ditto - - - - - - - - - ditto - - - - - ditto.
25	12 43	38	4 48	- - -	63	- - -	25	- Ditto - - - - - - - - - ditto - - - - - ditto.
26	12 5	- - -	3 44	1	- - -	1	—	
27	12 13	8	4 8	- - -	23	- - -	15	Late departure from Rugby, London train late; lost time by engine slipping.
28	12 32	27	4 28	- - -	43	- - -	16	- Ditto - - - - - - - - - ditto - - - - - ditto.
29	12 40	35	4 40	- - -	55	- - -	20	- Ditto - - - - - - - - - ditto; 8 m. lost by engine slipping; 12 m. delay at Masbro', water crane froze up.
30	4 35	4 h. 30 m.	8 20	- - -	4 h. 35 m.	- - -	5	Late departure from Rugby, London train late; 5 m. lost by engine slipping.
31	12 29	24	4 28	- - -	43	- - -	19	- Ditto - - - - - - - - - ditto - - 19 m. lost by engine slipping.

A RETURN of the Working of the UP EXPRESS TRAIN over the Midland Railway, from *Normanton* to *Rugby*, OCTOBER 1853.

DATE.	Normanton Departure, Proper Time, 4.50 P. M.		Rugby Arrival, Proper Time, 8.10 P.M.			Time Gained on Midland Railway.	Time Lost on Midland Railway.	REMARKS.
	Actual Time of Departure.	Minutes Late.	Actual Time of Arrival.	Before Time.	After Time.			
1853:	P. M.	M.	P. M.		M.	M.	M.	
Oct. 1	5 13	23	8 32	- -	22	1	- -	Late departure from Normanton, waiting for York train.
3	5 6	16	8 16	- -	6	10	- -	Ditto - - - - - - ditto - - - - - ditto.
4	5 16	26	8 45	- -	35	- -	9	Ditto - - - - - - ditto - - - - - ditto - 8 m. over time at Derby, attaching
5	5 16	26	8 35	- -	25	1	- -	Ditto - - - - - - ditto - - - - - ditto. carriages.
6	5 15	25	8 20	- -	10	15	- -	Ditto - - - - - - ditto - - - - - ditto.
7	5 32	42	8 47	- -	37	5	- -	Ditto - - - - - - ditto - - - - - ditto.
8	5 40	50	8 45	- -	35	15	- -	Ditto - - - - - - ditto - - - - - ditto.
10	5 0	10	8 13	- -	3	7	- -	Ditto - - - - - - ditto - - - - - ditto.
11	5 45	55	8 52	- -	42	13	- -	Ditto - - - - - - ditto - - - - - ditto.
12	5 13	23	8 17	- -	7	16	- -	Ditto - - - - - - ditto - - - - - ditto.
13	5 5	15	8 13	- -	3	12	- -	Ditto - - - - - - ditto - - - - - ditto.
14	5 10	20	8 15	- -	5	15	- -	Ditto - - - - - - ditto - - - - - ditto.
15	5 27	37	8 30	- -	20	17	- -	Ditto - - - - - - ditto - - - - - ditto.
17	5 25	35	8 40	- -	30	5	- -	Ditto - - - - - - ditto - - - - - ditto.
18	5 20	30	8 25	- -	15	15	- -	Ditto - - - - - - ditto - - - - - ditto.
19	5 20	30	8 30	- -	20	10	- -	Ditto - - - - - - ditto - - - - - ditto.
20	5 30	40	8 40	- -	30	10	- -	Ditto - - - - - - ditto - - - - - ditto.
21	5 35	45	8 55	- -	45	- -	- -	Ditto - - - - - - ditto - - - - - ditto.
22	5 50	60	9 15	- -	65	- -	5	Ditto - - - - - - ditto - - - - - ditto - 5 m. lost in running.
24	5 47	57	8 59	- -	49	8	- -	Ditto - - - - - - ditto - - - - - ditto.
25	4 55	5	8 10	- -	- -	5	- -	Ditto - - - - - - ditto - - - - - ditto.
26	5 37	47	8 56	- -	46	1	- -	Ditto - - - - - - ditto - - - - - ditto.
27	4 56	6	8 10	- -	- -	6	- -	Ditto - - - - - - ditto - - - - - ditto.
28	5 16	26	8 35	- -	25	1	- -	Ditto - - - - - - ditto - - - - - ditto.
29	5 15	25	8 32	- -	22	3	- -	Ditto - - - - - - ditto - - - - - ditto.
31	5 5	15	8 50	- -	40	- -	25	Ditto - - - - - - ditto - - - - - ditto - Delayed 25 m. near Ullesthorpe by a coal train breaking down.

A RETURN of the Working of the UP EXPRESS TRAIN over the Midland Railway, from *Normanton* to *Rugby*, NOVEMBER 1853.

DATE.	Normanton Departure, Proper Time, 4.50 P.M.		Rugby Arrival, Proper Time, 8.15 P.M.			Time Gained on Midland Railway.	Time Lost on Midland Railway.	REMARKS.
	Actual Time of Departure.	Minutes Late.	Actual Time of Arrival.	Before Time.	After Time.			
1853:	P. M.	M.	P. M.	M.	M.	M.	M.	
Nov. 1	5 8	18	8 32	- -	17	1	- -	Late departure from Normanton, waiting for York train.
2	5 12	22	8 20	- -	5	17	- -	Ditto - - - - - - ditto - - - - - - ditto.
3	4 55	5	8 18	- -	3	2	- -	Ditto - - - - - - ditto - - - - - - ditto.
4	5 5	15	8 30	- -	15	- -	- -	Ditto - - - - - - ditto - - - - - - ditto.
5	5 14	24	8 23	- -	8	16	- -	Ditto - - - - - - ditto - - - - - - ditto.
7	4 54	4	8 12	3	- -	7	- -	Ditto - - - - - - ditto - - - - - - ditto.
8	5 0	10	8 15	- -	- -	10	- -	Ditto - - - - - - ditto - - - - - - ditto.
9	5 6	16	8 15	- -	- -	16	- -	Ditto - - - - - - ditto - - - - - - ditto.
10	4 58	8	8 15	- -	- -	8	- -	Ditto - - - - - - ditto - - - - - - ditto.
11	5 5	15	8 18	- -	3	12	- -	Ditto - - - - - - ditto - - - - - - ditto.
12	4 57	7	8 18	- -	3	4	- -	Ditto - - - - - - ditto - - - - - - ditto.
14	5 10	20	8 10	5	- -	25	- -	Ditto - - - - - - ditto - - - - - - ditto.
15	5 6	16	8 25	- -	10	6	- -	Ditto - - - - - - ditto - - - - - - ditto.
16	5 10	20	8 25.	- -	10	10	- -	Ditto - - - - - - ditto - - - - - - ditto.
17	5 0	10	8 35	- -	20	- -	10	Ditto - - - - - - ditto - - - - - - ditto - Delayed 20 m. at Trent Junction by coal train breaking down.
18	5 10	20	8 32	- -	17	3	- -	Ditto - - - - - - ditto - - - - - - ditto.
19	5 8	18	8 20	- -	5	13	- -	Ditto - - - - - - ditto - - - - - - ditto.
21	5 9	19	8 40	- -	25	- -	6	Ditto - - - - - - ditto - - - - - - ditto - 6 m. lost by engine slipping.
22	5 6	16	8 35	- -	20	- -	4	Ditto - - - - - - ditto - - - - - - ditto - 4 m. - - ditto.
23	5 29	39	9 4	- -	49	- -	10	Ditto - - - - - - ditto - - - - - - ditto - Time lost in running; heavy fog.
24	5 57	67	9 23	- -	68	- -	1	Ditto - - - - - - ditto - - - - - - ditto.
25	5 11	21	9 3	- -	48	- -	27	Ditto - - - - - - ditto - - - - - - ditto - 21 m. lost from Barnsley to Swinton, slow train being in front.
26	5 5	15	8 58	- -	43	- -	28	Ditto - - - - - - ditto - - - - - - ditto - 23 m. delay near Broughton, coal train broke down.
28	4 57	7	8 17	- -	2	5	- -	Ditto - - - - - - ditto - - - - - - ditto.
29	5 21	31	8 45	- -	30	1	- -	Ditto - - - - - - ditto - - - - - - ditto.
30	5 10	20	8 32	- -	17	3	- -	Ditto - - - - - - ditto - - - - - - ditto.

A RETURN of the Working of the UP EXPRESS TRAIN over the Midland Railway, from *Normanton* to *Rugby*, DECEMBER 1853.

DATE.	Normanton Departure, Proper Time, 4.50 P.M.		Rugby Arrival, Proper Time, 8.15 P.M.			Time Gained on Midland Railway.	Time Lost on Midland Railway.	REMARKS.
	Actual Time of Departure.	Minutes Late.	Actual Time of Arrival.	Before Time.	After Time.			
1853:	P. M.	M.	P. M.		M.	M.	M.	
Dec. 1	5 17	27	8 23	- -	8	19	- -	Late departure from Normanton, waiting for York train.
2	5 12	22	8 37	- -	22	- -	- -	Ditto - - - - - - ditto - - - - - - ditto.
3	5 28	38	9 23	- -	1 h. 8 m.	- -	30	Ditto - - - - - - ditto - - - - - - ditto - 28 m. delayed at North Junction Derby by a coal train.
5	5 18	28	8 53	- -	38	- -	10	Ditto - - - - - - ditto - - - - - - ditto - 10 m. lost by defective engine.
6	4 58	8	8 21	- -	6	2	- -	Ditto - - - - - - ditto - - - - - - ditto.
7	5 4	14	8 30	- -	15	- -	1	Ditto - - - - - - ditto - - - - - - ditto
8	5 2	12	8 30	- -	15	- -	3	Ditto - - - - - - ditto - - - - - - ditto.
9	5 0	10	8 22	- -	7	3	- -	Ditto - - - - - - ditto - - - - - - ditto.
10	5 5	15	8 22	- -	7	8	- -	Ditto - - - - - - ditto - - - - - - ditto.
12	5 8	18	8 20	- -	5	13	- -	Ditto - - - - - - ditto - - - - - - ditto.
13	5 6	16	8 15	- -	- -	16	- -	Ditto - - - - - - ditto - - - - - - ditto.
14	5 12	22	8 35	- -	20	2	- -	Ditto - - - - - - ditto - - - - - - ditto.
15	5 0	10	8 20	- -	5	5	- -	Ditto - - - - - - ditto - - - - - - ditto.
16	5 7	17	8 20	- -	5	12	- -	Ditto - - - - - - ditto - - - - - - ditto.
17	5 6	16	8 20	- -	5	11	- -	Ditto - - - - - - ditto - - - - - - ditto.
19	5 32	42	9 6	- -	51	- -	9	Ditto - - - - - - ditto - - - - - - ditto - Delayed 14 m. at Leicester; engine defective.
20	5 11	21	8 33	- -	18	3	- -	Ditto - - - - - - ditto - - - - - - ditto.
21	5 10	20	8 27	- -	12	8	- -	Ditto - - - - - - ditto - - - - - - ditto.
22	5 13	33	8 29	- -	14	19	- -	Ditto - - - - - - ditto - - - - - - ditto.
23	5 18	28	8 37	- -	22	6	- -	Ditto - - - - - - ditto - - - - - - ditto.
24	5 13	23	8 52	- -	37	- -	14	Ditto - - - - - - ditto - - - - - - ditto - 9 m. at Ambergate, waiting for Rowsley train; 5 m. lost by engine slipping.
26	5 23	33	8 37	- -	22	11	- -	Ditto - - - - - - ditto - - - - - - ditto.
27	5 6	16	8 30	- -	15	1	- -	Ditto - - - - - - ditto - - - - - - ditto.
28	5 19	29	8 48	- -	33	- -	4	Ditto - - - - - - ditto - - - - - - ditto - 4 m. lost by engine slipping.
29	5 10	20	8 32	- -	17	3	- -	Ditto - - - - - - ditto - - - - - - ditto.
30	5 0	10	8 20	- -	5	5	- -	Ditto - - - - - - ditto - - - - - - ditto.
31	5 1	11	8 28	- -	13	- -	2	Ditto - - - - - - ditto - - - - - - ditto.

TIME TABLE of EXPRESS TRAIN running between *London* and *Edinburgh, viâ* the East Coast Route, i. e., *York, Newcastle* and *Berwick.*

EXPRESS TRAIN, No. 1.—From *London,* King's Cross Station, at 9.30 A.M., due in *Edinburgh* at 8.20 P.M. Week Days only.

	A. M.
London, departure - -	9 30
Hitchin Junction, arrival -	10 12
Peterborough - „ -	11 10
Grantham Junction „ -	12 0
	P. M.
Newark - - „ -	12 23
Retford - - „ -	12 53
Doncaster - - „ -	1 20
Knottingley Junction „ -	1 45
Milford Junction - „ -	1 55
York - - - „ -	2 20
Thirsk Junction - „ -	3 10
Darlington - - „ -	3 50
Belmont Junction - „ -	4 20
Newcastle - - „ -	4 55
Morpeth - - „ -	5 30
Bilton Junction - „ -	5 55
Berwick - - „ -	6 45
Dunbar - - „ -	7 35
Edinburgh - - „ -	8 20

TIME TABLE of FAST TRAIN running between *London* and *Edinburgh, viâ* East Coast Route, i. e., *York, Newcastle* and *Berwick.*

FAST TRAIN, No. 2.—From *London,* King's Cross Station, at 9.15 P.M., due in *Edinburgh* at 9.0 A. M. Week Days only.

	P. M.
London, departure - -	9 15
Hitchin Junction, arrival	10 0
Huntingdon - - „ -	10 35
Peterborough - „ -	11 0
Tallington - - „ -	11 20
Grantham Junction „ -	11 55
	A. M.
Newark - - „ -	12 20
Retford - - „ -	12 50
Doncaster - - „ -	1 20
Knottingley Junction „ -	1 45
York - - - „ -	2 25
Darlington - - „ -	3 50
Belmont Junction - „ -	4 30
Newcastle - - „ -	5 0
Morpeth - - „ -	5 40
Bilton Junction - „ -	6 10
Berwick - - „ -	7 2
Dunbar - - „ -	8 3
Edinburgh - - „ -	9 0

TIME TABLE of FAST TRAIN running between *London* and *Edinburgh, viâ* East Coast Route, i. e., *York, Newcastle* and *Berwick.*

FAST TRAIN, No. 2.—From *London,* King's Cross Station, at 9.15 P.M., and due in *Edinburgh* at 9.35 A.M. On Sunday only.

	P. M.
London, departure - -	9 15
Hitchin Junction, arrival	10 0
Huntingdon - - „ -	10 35
Peterborough - „ -	11 0
Tallington - - „ -	11 20
Grantham Junction „ -	11 55
	A. M.
Newark - - „ -	12 20
Retford - - „ -	12 50
Doncaster - - „ -	1 20
Knottingley Junction „ -	1 45
York - - - „ -	2 25
Darlington - - „ -	3 50
Belmont Junction - „ -	4 30
Newcastle - - „ -	5 0
Morpeth - - „ -	5 40
Bilton Junction - „ -	6 10
Berwick - - „ -	7 2
Dunbar - - „ -	8 20
Edinburgh - - „ -	9 35

TIME TABLE of EXPRESS TRAIN running between *Edinburgh* and *London, viâ* East Coast Route, i. e., *York, Newcastle* and *Berwick.*

EXPRESS TRAIN, No. 3.—From *Edinburgh,* at 9.50 A.M., due in *London,* King's Cross Station, at 9.30 P. M. On Week Days only.

	A. M.
Edinburgh, departure -	9 50
Dunbar - - arrival	10 35
Berwick - - „ -	11 20
	P. M.
Bilton Junction - „ -	12 10
Morpeth - - „ -	12 42
Newcastle - - „ -	1 10
Belmont Junction - „ -	1 45
Darlington - - „ -	2 25
Thirsk Junction - „ -	3 0
York - - - „ -	3 40
Milford Junction - „ -	4 32
Knottingley Junction „ -	4 45
Doncaster - - „ -	5 13
Retford - - „ -	5 38
Newark - - „ -	6 13
Grantham Junction „ -	6 35
Peterborough - „ -	7 20
Huntingdon - - „ -	7 55
Hitchin Junction - „ -	8 35
London - - „ -	9 30

TIME TABLE of FAST TRAIN running between *Edinburgh* and *London, viâ* East Coast Route, i. e., *York, Newcastle* and *Berwick.*

FAST TRAIN, No. 4.—From *Edinburgh* at 9.15 P.M., and due in *London,* King's Cross Station, at 9.15 A.M. Week Days.

	P. M.
Edinburgh, departure -	9 15
Dunbar - - arrival	10 5
Berwick - - „ -	10 55
Bilton Junction - „ -	11 56
	A. M.
Newcastle - - „ -	12 55
Belmont Junction - „ -	1 40
Darlington - - „ -	2 20
York - - - „ -	3 35
Knottingley Junction „ -	4 18
Doncaster - - „ -	4 45
Retford - - „ -	5 12
Newark - - „ -	5 45
Grantham Junction „ -	6 10
Tallington - - „ -	6 40
Peterborough - „ -	6 55
Huntingdon - - „ -	7 30
Hitchin Junction - „ -	8 10
Hatfield - - „ -	8 40
London - - „ -	9 15

North British Railway—*continued.*

TABLE showing the Time at which the Express Train, leaving *London* at 9.30 A.M., due in *Berwick* at 6.45 P.M., and *Edinburgh* at 8.20 P.M., actually arrived at these Stations in the Month of October, November, and December 1853.

Train, No. 1.

MONTH.	Arrival at Berwick.	Late.	Arrival at Edinburgh.	Late.	MONTH.	Arrival at Berwick.	Late.	Arrival at Edinburgh.	Late.	MONTH.	Arrival at Berwick.	Late.	Arrival at Edinburgh.	Late.
	H. M.	M.	H. M.	H. M.		H. M.	M.	H. M.	M.		H. M.	H. M.	H. M.	H. M.
October 1	6 54	9	8 30	0 10	November 1	6 53	8	8 30	10	December 1	6 55	0 10	8 30	0 10
3	6 54	9	8 41	0 21	2	6 45	- -	8 22	2	2	6 51	0 6	8 27	0 7
4	6 45	- -	8 45	0 24	3	6 47	2	8 35	15	3	7 15	0 30	8 50	0 30
5	6 53	8	8 27	0 7	4	6 41	- -	8 19	—	5	7 6	0 21	8 40	0 20
6	7 7	22	8 45	0 25	5	6 49	4	8 25	5	6	7 0	0 15	8 45	0 25
7	7 0	15	8 40	0 20	7	6 52	7	8 35	15	7	6 45	- -	8 24	0 4
8	7 6	21	8 40	0 20	8	6 57	12	8 30	10	8	7 10	0 25	9 0	0 40
10	7 5	20	8 47	0 27	9	6 45	- -	8 27	7	9	6 55	0 10	8 35	0 15
11	7 13	28	8 55	0 35	10	6 48	3	8 40	20	10	6 58	0 13	8 50	0 30
12	7 0	15	8 49	0 29	11	6 49	4	8 30	10	12	6 55	0 10	8 46	0 26
13	6 49	4	8 20	—	12	6 55	10	8 30	10	13	6 59	0 14	8 43	0 23
14	7 0	15	8 35	0 15	14	6 55	10	8 45	25	14	8 19	1 34	10 9	1 49
15	6 51	6	8 27	0 7	15	6 55	10	8 38	18	15	7 34	0 49	9 10	0 50
17	7 5	20	8 36	0 16	16	7 14	29	8 50	30	16	7 0	0 15	8 40	0 20
18	6 55	10	8 27	0 7	17	7 3	18	8 50	30	17	7 10	0 25	8 50	0 30
19	7 11	26	8 44	0 24	18	6 55	10	8 36	16	19	7 2	0 17	8 35	0 15
20	7 0	15	8 35	0 15	19	6 45	- -	8 40	20	20	7 10	0 25	8 45	0 25
21	7 13	28	9 20	1 0	21	6 55	10	8 28	8	21	7 45	1 0	9 26	1 6
22	7 7	22	8 40	0 20	22	7 13	28	8 50	30	22	7 55	1 10	8 35	0 15
24	6 45	- -	8 38	0 18	23	7 5	20	8 36	16	23	7 30	0 45	9 10	0 50
25	7 32	47	9 12	0 52	24	7 1	16	8 40	20	24	7 35	0 50	9 12	0 52
26	7 0	15	8 31	0 11	25	6 59	14	8 40	20	26	7 17	0 32	8 53	0 33
27	6 54	9	8 35	0 15	26	7 5	20	8 42	22	27	7 44	0 59	9 20	1 0
28	6 55	10	8 32	0 12	28	6 54	9	8 24	4	28	7 30	0 45	9 8	0 48
29	6 45	- -	8 20	—	29	7 0	15	8 48	28	29	7 35	0 50	9 5	0 45
31	6 45	- -	8 25	0 5	30	6 53	8	9 4	44	30	7 29	0 44	9 32	1 12
										31	7 43	0 58	9 20	1 0

North British Railway—*continued.*

TABLE showing the Time at which the Fast Train, leaving *London* at 9.15 P.M., due at *Berwick* at 7 A.M., and *Edinburgh* at 9.0 A.M., actually arrived at these Stations, in the Months of October and November 1853.

Train, No. 2.

MONTH.	Arrival at Berwick.	Late.	Arrival at Edinburgh.	Late.	MONTH.	Arrival at Berwick.	Late.	Arrival at Edinburgh.	Late.
	H. M.	H. M.	H. M.	H. M.		H. M.	H. M.	H. M.	H. M.
October 1	7 28	0 26	9 20	0 20	November 1	7 0	- -	9 15	—
3	7 14	0 12	9 10	0 10	2	7 31	0 29	9 40	0 25
4	8 30	1 28	10 28	1 28	3	7 44	0 42	9 55	0 40
5	7 16	0 14	9 15	0 15	4	7 27	0 25	9 35	0 20
6	8 11	1 9	10 14	1 14	5	7 14	0 12	9 28	0 13
7	7 36	0 34	9 40	0 40	7	7 0	- -	9 15	—
8	7 28	0 26	9 40	0 40	8	7 1	- -	9 21	0 6
10	7 0	- -	9 0	- -	9	7 24	0 22	9 50	0 35
11	7 45	0 43	9 43	0 43	10	9 3	2 1	11 18	2 3
12	7 34	0 32	9 33	0 33	11	7 14	0 12	9 27	0 12
13	7 38	0 36	9 34	0 34	12	7 42	0 40	10 0	0 45
14	7 28	0 26	9 33	0 33	14	9 13	2 11	11 23	2 8
15	7 20	0 18	9 18	0 18	15	7 49	0 47	10 25	1 10
17	7 12	0 10	9 7	0 7	16	9 58	2 56	12 15	3 0
18	7 25	0 23	9 20	0 20	17	7 55	0 53	10 8	0 53
19	7 36	0 34	9 30	0 30	18	7 12	0 10	9 30	0 15
20	10 29	3 27	12 23	3 23	19	7 10	0 8	9 25	0 10
21	7 11	0 9	9 7	0 7	21	7 9	0 7	9 18	0 3
22	7 10	0 8	9 3	0 3	22	7 7	0 5	9 22	0 7
24	7 7	0 5	9 5	0 5	23	7 37	0 35	9 35	0 20
25	8 10	1 8	10 15	1 15	24	7 17	0 15	9 25	0 10
26	7 22	0 20	9 20	0 20	25	7 16	0 14	9 25	0 10
27	7 27	0 25	9 28	0 28	26	7 12	0 10	9 24	0 9
28	7 41	0 39	9 45	0 45	28	7 10	0 8	9 25	0 10
29	7 36	0 34	9 35	0 35	29	7 18	0 16	9 35	0 20
31	7 10	0 8	9 8	0 8	30	7 8	0 6	9 17	0 2

TABLE showing the Time at which the Fast Train leaving *London* at 9.15 P.M., due in *Berwick* at 6.12 A.M., and *Edinburgh* at 9.15 A.M. actually arrived at these Stations in the Month of December 1853.

Train, No. 2.

MONTH.	Arrival at Berwick.	Late.	Arrival at Edinburgh.	Late.
	H. M.	H. M.	H. M.	H. M.
December 1	7 18	0 6	9 18	0 3
2	7 25	0 13	9 25	0 10
3	7 35	0 23	9 35	0 20
5	7 18	0 6	9 20	0 5
6	7 25	0 13	9 30	0 15
7	7 32	0 20	9 35	0 20
8	7 27	0 15	9 30	0 15
9	7 30	0 18	9 33	0 18
10	7 27	0 15	9 28	0 13
12	7 9	- -	9 15	—
13	7 22	0 10	9 27	0 12
14	7 22	0 10	9 22	0 7
15	8 20	1 8	10 22	1 7
16	8 5	0 53	10 12	0 57
17	7 43	0 31	9 48	0 33
19	9 55	2 43	11 55	2 40
20	7 27	0 15	9 34	0 19
21	7 30	0 18	9 33	0 18
22	8 45	1 33	10 50	1 35
23	8 3	0 51	10 9	0 54
24	7 52	0 40	9 50	0 35
26	7 19	0 7	9 20	0 5
27	8 36	1 24	10 40	1 25
28	10 35	3 23	12 55	3 40
29	8 30	1 18	10 35	1 20
30	8 0	0 48	10 10	0 55

TABLE showing the Time at which the EXPRESS TRAIN, leaving *Edinburgh* at 9.50 A. M. and due at *Berwick* at 11.20 A. M., actually arrived at *Berwick*, in the Months of OCTOBER, NOVEMBER, and DECEMBER 1853.

TRAIN No. 3.

MONTH.	Arrival at Berwick.	Late.	MONTH.	Arrival at Berwick.	Late.	MONTH.	Arrival at Berwick.	Late.
	H. M.	M.		H. M.	M.		H. M.	M.
October 1	11 26	6	November 1	11 33	13	December 1	11 25	5
3	11 20	—	2	11 28	8	2	11 20	—
4	11 27	7	3	11 24	4	3	11 24	4
5	11 20	—	4	11 35	15	5	11 27	7
6	11 42	22	5	11 30	10	6	11 21	1
7	11 20	—	7	11 20	—	7	11 20	—
8	11 20	—	8	11 34	14	8	11 22	2
10	11 30	10	9	11 28	8	9	11 20	—
11	11 35	15	10	11 25	5	10	11 22	2
12	11 35	15	11	11 20	—	12	11 20	—
13	11 33	13	12	11 21	1	13	11 22	2
14	11 30	10	14	11 25	5	14	11 20	—
15	11 34	14	15	11 21	1	15	11 24	4
17	11 40	20	16	11 20	—	16	11 25	5
						17	11 22	2
18	11 27	7	17	11 22	2			
19	11 33	13	18	11 20	—	19	11 20	—
						20	11 32	12
20	11 38	18	19	11 20	—			
21	11 40	20	21	11 20	—	21	11 25	5
						22	11 26	6
22	11 44	24	22	11 23	3	23	11 25	5
24	11 34	14	23	11 25	5	24	11 24	4
25	11 23	3	24	11 40	20			
26	11 30	10	25	11 25	5	26	11 26	6
						27	11 20	—
27	11 22	2	26	11 20	—	28	11 35	15
28	11 30	10	28	11 20	—			
						29	11 22	2
29	11 22	2	29	11 28	8	30	11 20	—
31	11 20	—	30	11 20	—	31	11 22	2

TABLE showing the Time at which the FAST TRAIN, leaving *Edinburgh* at 9.15 P.M. and due at *Berwick* at 10.55 P. M., actually arrived at *Berwick* in the Months of OCTOBER, NOVEMBER, and DECEMBER 1853.

TRAIN No. 4.*

MONTH.	Arrival at Berwick.	Late.	MONTH.	Arrival at Berwick.	Late.	MONTH.	Arrival at Berwick.	Late.
	H. M.	M.		H. M.	M.		H. M.	M.
October 1	11 26	31	November 1	11 10	15	December 1	10 55	—
3	11 15	20	2	11 20	25	2	11 35	40
4	11 5	10	3	10 55	—	3	11 10	15
5	11 42	47	4	10 55	—	5	10 55	—
6	11 4	9	5	11 23	28	6	10 55	—
7	11 4	9	7	11 0	5	7	11 0	5
8	11 20	25	8	11 2	7	8	10 55	—
10	10 55	—	9	11 25	30	9	11 30	35
11	11 10	15	10	11 5	10	10	11 10	15
12	11 10	15	11	11 25	30	12	11 0	5
13	11 0	5	12	11 5	10	13	11 0	5
14	11 11	16	14	11 0	5	14	11 27	32
15	11 30	35	15	11 5	10	15	11 0	5
17	11 0	5	16	11 35	40	16	11 0	5
						17	11 12	17
18	11 0	5	17	11 12	17			
19	11 43	48	18	11 5	10	19	11 5	10
						20	11 12	17
20	10 55	—	19	11 19	24	21	11 40	45
21	11 0	5	21	11 0	5			
						22	10 55	—
22	11 5	10	22	11 13	18	23	10 55	—
24	11 0	5	23	11 15	20	24	11 30	35
25	11 0	5	24	11 15	20			
26	11 7	12	25	11 0	5	26	10 55	—
						27	10 55	—
27	11 0	5	26	11 20	25	28	11 15	20
28	11 10	15	28	11 8	13			
						29	10 55	—
29	11 2	7	29	11 5	10	30	10 55	—
31	11 5	10	30	11 20	25	31	11 20	25

* It must be remarked that this train, although timed to leave Edinburgh at 9.15 P. M., has not done so, but has waited the arrival of trains by the Edinburgh, Perth and Dundee, and the Edinburgh and Glasgow Railways, from the north and west of Edinburgh, and hence the late arrivals at Berwick.

YORK AND NORTH MIDLAND RAILWAY.

Working of Express Train between *York* and *Normanton*, on the York and North Midland Railway, in the Months of October, November, and December 1853.

DATE.	Left York.			REMARKS.	Arrived at Normanton.			Time Gained or Lost on the Journey.		REMARKS.
	Proper Time.	Actual Time.	Late.		Proper Time.	Actual Time.	Late.	Gained.	Lost.	
1853:	H. M.	H. M.	M.		H. M.	H. M.	M.	M.	M.	
October 1	4 0	4 10	10	-- Waiting Newcastle Express.	4 45	5 3	18	- -	8	-- Changing passengers at Milford.
3	4 0	4 13	13	- ditto - -	4 45	4 59	14	- -	1	
4	4 0	4 21	21	- ditto - -	4 45	5 4	24	- -	3	
5	4 0	4 27	27	- ditto - -	4 45	5 12	27	—		
6	4 0	4 20	20	- ditto - -	4 45	5 6	21	- -	1	
7	4 0	4 30	30	- ditto - -	4 45	5 15	30	—		
8	4 0	4 23	23	- ditto - -	4 45	5 27	42	- -	19	- - Detained at Milford with passengers.
10	4 0	4 7	7	- ditto - -	4 45	4 52	7	--		
11	4 0	4 18	18	- ditto - -	4 45	5 0	15	3	—	
12	4 0	4 9	9	- ditto - -	4 45	4 52	7	2	—	
14	4 0	4 20	20	- ditto - -	4 45	5 2	17	3	—	
15	4 0	4 33	33	- ditto - -	4 45	5 17	32	1	—	
17	4 0	4 1	1	- - - -	4 45	4 45	- -	1	—	
18	4 0	4 20	20	-- Waiting Newcastle Express.	4 45	5 4	19	1	—	
19	4 0	4 4	4	- ditto - -	4 45	4 50	5	- -	1	
20	4 0	4 31	31	- ditto - -	4 45	5 16	31	—		
21	4 0	4 9	9	- ditto - -	4 45	4 55	10	- -	1	
22	4 0	4 2	2	- ditto - -	4 45	4 46	1	1	—	
24	4 0	4 7	7	- ditto - -	4 45	4 53	8	- -	1	
25	4 0	4 4	4	- ditto - -	4 45	4 48	3	1	—	
26	4 0	4 7	7	- ditto - -	4 45	4 52	7	—		
27	4 0	4 5	5	- ditto - -	4 45	4 50	5	—		
28	4 0	4 15	15	- ditto - -	4 45	5 0	15	—		
29	4 0	4 25	25	- ditto - -	4 45	5 8	23	2	—	
31	4 0	4 9	9	- ditto - -	4 45	4 53	8	1	—	
November 1	4 0	4 13	13	-- Waiting Newcastle Express.	4 45	4 58	13	—		
2	4 0	4 1	1	- - - -	4 45	4 45	- -	1	—	
3	4 0	4 1	1	- - - -	4 45	4 45	- -	1	—	
4	4 0	4 14	14	-- Waiting Newcastle Express.	4 45	4 57	12	2	—	
5	4 0	4 15	15	- ditto - -	4 45	5 0	15	—		
7	4 0	4 5	5	- ditto - -	4 45	4 49	4	1	—	
8	4 0	4 6	6	- ditto - -	4 45	4 52	7	- -	1	
9	4 0	4 9	9	- ditto - -	4 45	4 54	9	—		
10	4 0	4 0	- -	- - - -	4 45	4 48	3	- -	3	
11	4 0	4 2	2	- - - -	4 45	4 50	5	- -	3	
12	4 0	4 3	3	- - - -	4 45	4 48	3	—		
14	4 0	4 14	14	-- Waiting Newcastle Express.	4 45	5 1	16	- -	2	
15	4 0	4 8	8	- ditto - -	4 45	4 54	9	- -	1	
16	4 0	4 8	8	- ditto - -	4 45	5 0	15	- -	7	- - Goods train shunting near Normanton.
17	4 0	4 4	4	- ditto - -	4 45	4 49	4	—		
18	4 0	4 8	8	- ditto - -	4 45	4 57	12	- -	4	
19	4 0	4 10	10	- ditto - -	4 45	4 56	11	- -	1	
21	4 0	4 18	18	- ditto - -	4 45	5 2	17	1	—	
22	4 0	4 10	10	- ditto - -	4 45	4 58	13	- -	3	
23	4 0	4 24	24	- ditto - -	4 45	5 19	34	- -	10	-- Very foggy weather.
24	4 0	4 5	5	- ditto - -	4 45	4 50	5	—		
25	4 0	4 7	7	- ditto - -	4 45	4 51	6	1	—	
26	4 0	4 7	7	- ditto - -	4 45	4 52	7	—		
28	4 0	4 0	- -	- - - -	4 45	4 50	5	- -	5	-- Goods train in front.
29	4 0	4 7	7	-- Waiting Newcastle Express.	4 45	4 54	9	- -	2	
30	4 0	4 16	16	- ditto - -	4 45	5 0	15	1	—	

York and North Midland Railway—Working of Express Train between *York* and *Normanton*, &c.—*continued.*

DATE.	Left York. Proper Time.	Left York. Actual Time.	Late.	REMARKS.	Arrival at Normanton. Proper Time.	Arrival at Normanton. Actual Time.	Late.	Time Gained or Lost on the Journey. Gained.	Time Gained or Lost on the Journey. Lost.	REMARKS.
1853:	H. M.	H. M.	M.		H. M.	H. M.	M.	M.	M.	
December 1	4 0	4 16	16	- - Waiting Newcastle Express.	4 45	5 0	15	1	—	
2	4 0	4 3	3	- ditto - -	4 45	5 2	17	- -	14	Goods train in front.
3	4 0	4 2	2	- - - -	4 45	5 10	25	- -	23	Coal train in front.
5	4 0	4 20	20	- - Waiting Newcastle Express.	4 45	5 5	20	—		
6	4 0	4 3	3	- ditto - -	4 45	4 47	2	1	—	
7	4 0	4 7	7	- ditto - -	4 45	4 53	8	- -	1	
8	4 0	4 2	2	- - - -	4 45	4 50	5	- -	3	
9	4 0	4 3	3	- - - -	4 45	4 48	3	—		
10	4 0	4 8	8	- - Waiting Newcastle Express.	4 45	4 55	10	- -	2	
12	4 0	4 19	19	- ditto - -	4 45	5 0	15	4	—	
13	4 0	4 7	7	- ditto - -	4 45	4 50	5	2	—	
14	4 0	4 19	19	- ditto - -	4 45	5 3	18	1	—	
15	4 0	4 0	- -	- - - -	4 45	4 51	6	- -	6	- - Goods train in
16	4 0	4 5	5	- - Waiting Newcastle Express.	4 45	4 54	9	- -	4	front.
17	4 0	4 14	14	- ditto - -	4 45	4 59	14	—		
19	4 0	4 2	2	- - - -	4 45	4 50	5	- -	3	
20	4 0	4 2	2	- - - -	4 45	4 57	12	- -	10	- - Goods train in
21	4 0	4 7	7	- - Waiting Newcastle Express.	4 45	4 55	10	- -	3	front.
22	4 0	4 9	9	- ditto - -	4 45	4 54	9	—		
23	4 0	4 0	- -	- - - -	4 45	4 50	5	- -	5	
24	4 0	4 2	2	- - - -	4 45	4 55	10	- -	8	- - 11 m. at Milford
26	4 0	4 28	28	- - Waiting Newcastle Express.	4 45	5 14	29	- -	1	with passengers.
27	4 0	4 10	10	- ditto - -	4 45	4 55	10	—		
28	4 0	4 1	1	- - - -	4 45	4 47	2	- -	1	
29	4 0	4 9	9	- - Waiting Newcastle Express.	4 45	5 0	15	- -	6	Rails very slippy.
30	4 0	4 3	3	- ditto - -	4 45	4 50	5	- -	2	
31	4 0	4 10	10	- ditto - -	4 45	4 55	10	—		

Working of Express Train between *Normanton* and *York*, on the York and North Midland Railway, in the Months of October, November, and December 1853.

	Left Normanton.				Arrival at York.					
October 1	3 10	3 35	25	- - Waiting Midland Express.	3 55	4 30	35	- -	10	- - Great Northern train in front.
3	3 10	3 11	1	- - - -	3 55	3 52	- -	4	—	
4	3 10	3 14	4	- - Waiting Midland Express.	3 55	4 1	6	- -	2	
5	3 10	3 25	15	- ditto - -	3 55	4 21	26	- -	11	Train in front.
6	3 10	3 16	6	- ditto - -	3 55	4 1	6	—		
7	3 10	3 10	- -	- - - -	3 55	3 56	1	- -	1	
8	3 10	3 10	- -	- - - -	3 55	3 55	—			
10	3 10	3 10	0	- - - -	3 55	4 10	15	- -	15	- - Great Northern
11	3 10	3 20	10	- - Waiting Midland Express.	3 55	4 0	5	5	—	train in front.
12	3 10	3 28	18	- ditto - -	3 55	4 8	13	5	—	
14	3 10	3 10	- -	- - - -	3 55	3 53	—			
15	3 10	3 14	14	- - Waiting Midland Express.	3 55	3 52	- -	4	—	
17	3 10	3 15	5	- ditto - -	3 55	4 4	9	- -	4	
18	3 10	- - No Guard's Train Return - -			3 55	—				
19	3 10	3 15	5	- - Waiting Midland Express.	3 55	3 55	- -	5	—	
20	3 10	3 19	9	- ditto - -	3 55	3 59	4	5	—	
21	3 10	3 21	11	- ditto - -	3 55	4 6	11	—		
22	3 10	3 17	7	- ditto - -	3 55	4 6	11	- -	4	
24	3 10	3 10	- -	- - - -	3 55	3 55	—			
25	3 10	3 13	3	- - Waiting Midland Express.	3 55	3 54	- -	4	—	
26	3 10	3 10	- -	- - - -	3 55	3 55	—			
27	3 10	3 19	9	- - Waiting Midland Express.	3 55	4 2	7	2	—	
28	3 10	3 10	- -	- - - -	3 55	3 55	—			
29	3 10	3 10	- -	- - - -	3 55	3 53	—			
31	3 10	3 10	- -	- - - -	3 55	3 48	—			

(*continued*

York and North Midland Railway—Working of Express Train between *Normanton* and *York*, &c.—*continued.*

DATE.	Left Normanton.			REMARKS.	Arrival at York.			Time Gained or Lost on the Journey.		REMARKS.
	Proper Time.	Actual Time.	Late.		Proper Time.	Actual Time.	Late.	Gained.	Lost.	
1853:	H. M.	H. M.	M.		H. M.	H. M.	M.	M.	M.	
November 1	3 10	3 10	- -	- - - -	3 55	3 57	2	—		
2	3 10	3 10	- -	- - - -	3 55	4 2	7	- -	7	Train in front.
3	3 10	3 10	- -	- - - -	3 55	3 56	1	- -	1	
4	3 10	3 10	- -	- - - -	3 55	3 56	1	- -	1	
5	3 10	3 1	8	- - Waiting Midland Express.	3 55	4 2	7	1	—	
7	3 10	3 11	1	- - - -	3 55	3 57	2	- -	1	
8	3 10	3 11	1	- - - -	3 55	4 21	26	- -	25	- - Engine broke down.
9	3 10	3 10	- -	- - - -	3 55	3 56	1	- -	1	
10	3 10	3 10	- -	- - - -	3 55	4 0	5	- -	5	- - Detained at York Ticket-platform.
11	3 10	3 10	- -	- - - -	3 55	3 57	2	- -	2	
14	3 10	3 10	- -	- - - -	3 55	3 58	8	- -	8	- - Detained at York Ticket-platform.
15	3 10	3 20	10	- - Waiting Midland Express.	3 55	4 3	8	2	—	
16	3 10	3 10	- -	- - - -	3 55	4 1	6	- -	6	- - Detained at York Ticket-platform.
17	3 10	3 55	45	- - Waiting Midland Express.	3 55	4 38	43	2	—	
18	3 10	3 15	5	- ditto - -	3 55	4 0	5	—		
19	3 10	3 10	- -	- - - -	3 55	3 55	—			
21	3 10	3 10	- -	- - - -	3 55	3 55	—			
22	3 10	3 15	5	- - Waiting Midland Express.	3 55	4 13	18	- -	13	- - Very foggy weather.
23	3 10	3 10	- -	- - - -	3 55	3 57	2	- -	2	
24	3 10	3 10	- -	- - - -	3 55	3 57	2	- -	2	
25	3 10	3 13	3	- - Waiting Midland Express.	3 55	4 10	15	- -	12	Train in front.
26	3 10	3 17	7	- ditto - -	3 55	4 3	8	- -	1	
28	3 10	3 30	20	- ditto - -	3 55	4 12	17	3	—	
29	3 10	3 10	- -	- - - -	3 55	3 59	4	- -	4	
30	3 10	3 12	2	- - - -	3 55	4 0	5	- -	3	
December 1	3 10	3 15	5	- - Waiting Midland Express.	3 55	4 5	10	- -	5	
2	3 10	3 12	2	- ditto - -	3 55	4 0	5	- -	3	
3	3 10	3 14	4	- ditto - -	3 55	4 4	9	- -	5	- - Detained at York Ticket-platform.
5	3 10	3 17	7	- ditto - -	3 55	4 3	8	- -	1	
6	3 10	3 23	13	- ditto - -	3 55	4 4	9	4	—	
7	3 10	3 19	9	- ditto - -	3 55	4 4	9	—		
8	3 10	3 35	25	- ditto - -	3 55	4 16	21	4	—	
9	3 10	3 19	9	- ditto - -	3 55	4 0	5	4	—	
10	3 10	3 31	21	- ditto - -	3 55	4 20	25	- -	4	
12	3 10	3 13	3	- ditto - -	3 55	3 58	3	—		
13	3 10	3 28	18	- ditto - -	3 55	4 14	19	- -	1	
14	3 10	3 23	13	- ditto - -	3 55	4 8	13	—		
15	3 10	3 30	20	- ditto - -	3 55	4 15	20	—		
16	3 10	3 31	21	- ditto - -	3 55	4 17	22	- -	1	
17	3 10	3 33	23	- ditto - -	3 55	4 17	22	1	—	
19	3 10	3 38	28	- ditto - -	3 55	4 21	26	2	—	
20	3 10	3 53	43	- ditto - -	3 55	4 40	45	- -	2	
21	3 10	3 29	19	- ditto - -	3 55	4 12	17	2	—	
22	3 10	3 23	13	- ditto - -	3 55	4 5	10	3	—	
23	3 10	3 27	17	- ditto - -	3 55	4 10	15	2	—	
26	3 10	3 18	8	- ditto - -	3 55	4 3	8	—		
27	3 10	3 38	28	- ditto - -	3 55	4 21	26	2	—	
28	3 10	3 34	24	- ditto - -	3 55	4 19	24	—		
29	3 10	3 23	13	- ditto - -	3 55	4 5	10	3	—	
30	3 10	3 21	11	- ditto - -	3 55	4 7	12	- -	1	
31	3 10	3 30	20	- ditto - -	3 55	4 11	16	4	—	

YORK, NEWCASTLE, AND BERWICK RAILWAY.

RETURN of the Hours at which the Up Express Train from *Edinburgh* to *London* arrived at the Stations of the *York, Newcastle,* and *Berwick* Railway, in the Months of October, November, and December 1853.

OCTOBER.

DATE.	Left Berwick.	ARRIVED AT Bilton.	Morpeth.	Newcastle.	Belmont.	Darlington.	Thirsk.	York.
	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.
October 1 -	11 37	12 12	12 42	1 15	1 57	2 37	3 14	3 47
2 -	Sunday.	—						
3 -	11 29	12 16	12 55	1 25	2 4	2 40	3 18	3 56
4 -	11 37	12 27	1 1	1 30	2 8	2 44	3 23	4 1
5 -	11 36	12 22	12 52	1 21	1 57	2 33	3 12	3 54
6 -	11 49	12 32	1 2	1 30	2 7	2 43	3 23	4 0
7 -	11 32	12 28	1 2	1 29	2 9	2 46	3 27	4 7
8 -	11 45	12 32	1 10	1 40	2 20	2 53	3 30	4 9
9 -	Sunday.	—						
10 -	11 38	12 21	12 50	1 18	1 59	2 32	3 8	3 47
11 -	11 40	12 24	12 56	1 25	2 7	2 44	4 4	4 45
12 -	11 48	12 48	1 8	1 33	2 15	2 51	3 25	4 6
13 -	11 39	12 26	12 56	1 23	2 3	2 39	3 14	3 50
14 -	11 42	12 28	1 2	1 32	2 12	2 46	3 29	4 7
15 -	11 44	12 28	1 3	1 32	2 10	2 46	3 29	4 17
16 -	Sunday.	—						
17 -	11 51	12 43	1 16	1 41	2 27	3 3	3 40	4 19
18 -	11 37	12 21	12 50	1 16	1 56	2 31	3 12	4 1
19 -	11 41	12 30	1 5	1 36	2 13	2 50	3 35	4 14
20 -	11 43	12 33	1 6	1 32	2 10	2 47	3 25	4 10
21 -	11 59	12 44	1 19	1 50	2 30	3 5	3 50	4 29
22 -	11 54	12 53	1 33	2 7	2 50	3 28	4 10	4 53
23 -	Sunday.	—						
24 -	11 50	12 37	1 19	1 50	2 30	3 10	3 47	4 32
25 -	11 29	12 14	12 45	1 14	1 47	3 26	3 5	3 45
26 -	11 40	12 35	1 6	2 0	2 34	3 10	3 45	4 25
27 -	11 25	12 13	12 44	1 10	1 49	2 25	3 3	3 40
28 -	11 45	12 30	1 4	1 32	2 12	3 46	3 22	4 4
29 -	11 28	12 8	12 40	1 6	1 54	2 34	3 26	4 11
30 -	Sunday.	—						
31 -	11 30	12 16	12 49	1 17	2 0	2 40	3 16	3 52

NOVEMBER.

November 1 -	11 40	12 25	12 56	1 24	2 0	2 40	3 17	3 57
2 -	11 35	12 26	1 5	1 40	2 15	2 55	3 30	4 13
3 -	11 29	12 15	12 45	1 13	1 54	2 25	3 5	3 44
4 -	11 43	12 29	12 59	1 24	2 5	2 33	3 13	3 53
5 -	11 39	12 25	12 59	1 35	2 15	2 40	3 18	4 1
6 -	Sunday.	—						
7 -	11 35	12 18	12 46	1 17	1 52	2 26	3 2	3 41
8 -	11 37	12 24	12 55	1 23	2 0	2 34	3 12	3 48
9 -	11 34	12 22	12 54	1 21	2 0	2 36	3 13	3 52
10 -	11 35	12 16	12 45	1 11	1 49	2 24	3 3	3 40
11 -	11 27	12 12	12 45	1 10	1 50	2 26	3 1	3 38
12 -	11 34	12 18	12 47	1 13	1 52	2 29	3 6	3 47
13 -	Sunday.	—						
14 -	11 31	12 18	12 55	1 35	2 13	2 47	3 24	4 0
15 -	11 34	12 24	12 57	1 23	2 1	2 34	3 10	3 46
16 -	11 32	12 21	12 53	1 23	2 2	2 34	3 15	3 51
17 -	11 29	12 18	12 53	1 24	2 2	2 36	3 14	3 49
18 -	11 35	12 21	12 50	1 16	1 57	2 33	3 10	3 50
19 -	11 31	12 15	12 49	1 18	2 0	2 37	3 15	3 52
20 -	Sunday.	—						
21 -	11 30	12 26	12 58	1 28	2 8	2 43	3 22	4 0
22 -	11 30	12 11	12 40	1 8	1 52	2 35	3 14	3 53
23 -	11 31	12 15	12 45	1 15	1 53	2 40	3 20	4 5
24 -	11 48	12 49	12 32	2 12	2 50	3 28	4 8	4 50
25 -	11 29	12 14	12 45	1 15	1 52	2 45	3 28	4 10
26 -	11 30	12 15	12 42	1 12	1 54	2 32	3 12	3 48
27 -	Sunday.	—						
28 -	11 25	12 13	12 40	1 8	1 47	2 23	3 8	3 43
29 -	11 32	12 20	12 55	1 25	2 7	2 52	3 30	4 10
30 -	11 27	12 12	12 43	1 10	1 47	2 41	3 18	3 54

York, Newcastle, and Berwick Railway—*continued.*

Hours at which the Up Express Train from Edinburgh to London Arrived, &c.—*continued.*

DECEMBER.

DATE.	Left Berwick.	ARRIVED AT						
		Bilton.	Morpeth.	Newcastle.	Belmont.	Darlington.	Thirsk.	York.
	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.
December 1 -	11 31	12 16	12 50	1 22	2 6	2 39	3 17	4 1
2 -	11 30	12 13	12 51	1 17	1 54	2 27	3 4	3 40
3 -	11 30	12 17	12 48	1 17	1 58	2 42	3 23	4 12
4 -	Sunday.	—						
5 -	11 37	12 25	12 58	1 27	2 10	2 45	3 25	4 5
6 -	11 27	12 12	12 43	1 10	1 45	2 24	3 0	3 44
7 -	11 28	12 13	12 44	1 10	1 48	2 28	3 10	3 45
8 -	11 31	12 15	12 48	1 16	1 55	2 30	3 10	3 45
9 -	11 29	12 10	12 46	1 14	1 53	2 28	3 8	3 47
10 -	11 36	12 20	12 51	1 18	1 58	2 36	3 16	3 55
11 -	Sunday.	—						
12 -	11 30	12 25	12 58	1 28	2 4	2 47	3 28	4 5
13 -	11 30	12 20	12 50	1 18	1 55	2 29	3 4	3 49
14 -	11 30	12 21	12 54	1 23	2 3	2 39	3 15	3 57
15 -	11 27	12 11	12 41	1 9	1 54	2 30	3 7	3 45
16 -	11 31	12 18	12 52	1 22	1 58	2 31	3 8	3 46
17 -	11 42	12 26	1 1	1 29	2 7	2 42	3 24	3 59
18 -	Sunday.	—						
19 -	11 33	12 25	1 4	1 39	2 30	2 56	3 34	4 16
20 -	11 40	12 29	1 2	1 34	2 17	2 54	3 30	4 7
21 -	11 34	12 18	12 46	1 13	2 0	2 36	3 17	3 54
22 -	11 37	12 23	12 54	1 20	2 0	2 34	3 15	3 52
23 -	11 40	12 30	1 3	1 29	2 15	2 48	3 27	4 7
24 -	11 29	12 34	1 16	1 34	2 1	2 50	3 27	4 7
25 -	Sunday.	—						
26 -	11 37	12 26	1 4	1 35	2 15	2 48	3 30	4 11
27 -	11 27	12 8	12 40	1 5	1 48	2 27	3 15	3 50
28 -	11 39	12 37	1 13	1 40	2 17	2 58	3 36	4 15
29 -	11 35	12 19	12 59	1 32	2 20	3 0	3 42	4 21
30 -	11 29	12 10	12 49	1 16	1 55	2 32	3 7	3 45
31 -	11 28	12 25	12 56	1 25	2 6	2 44	3 20	4 —

RETURN of the Hours at which the Down Express Train from *London* to *Edinburgh* arrived at the Stations of the *York, Newcastle,* and *Berwick* Railway, in the Months of October, November, and December 1853.

OCTOBER.

DATE.	Left York.	ARRIVED AT					
		Thirsk.	Darlington.	Belmont.	Newcastle.	Morpeth.	Belton.	Berwick.
	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.
October 1 -	2 48	3 20	3 56	4 30	5 1	5 38	6 6	6 53
2 -	Sunday.	—						
3 -	2 50	3 19	3 54	4 30	4 58	5 35	6 2	6 51
4 -	2 44	3 15	3 53	4 28	4 56	5 32	5 56	6 45
5 -	2 48	3 15	3 54	4 31	5 2	5 36	6 4	6 52
6 -	2 47	3 17	3 55	4 28	4 59	5 36	6 3	7 6
7 -	2 46	3 15	3 53	4 30	5 0	5 37	6 5	6 57
8 -	2 59	3 28	4 4	4 40	5 14	5 48	6 15	7 4
9 -	Sunday.	—						
10 -	2 50	3 22	3 53	4 30	4 58	5 38	6 8	7 5
11 -	2 47	3 15	3 55	4 31	5 3	5 45	6 15	7 12
12 -	2 43	3 12	3 50	4 28	4 57	5 36	6 6	7 0
13 -	2 50	3 20	3 55	4 25	4 55	5 32	5 58	6 45
14 -	2 48	3 21	3 55	4 32	5 4	5 40	6 8	6 57
15 -	2 45	3 15	3 48	4 26	4 55	5 31	5 59	6 45
16 -	Sunday.	—						
17 -	2 55	3 26	4 0	4 38	5 8	5 42	6 12	6 56
18 -	2 46	3 15	3 54	4 33	5 0	5 33	6 0	6 53
19 -	2 54	3 27	4 1	4 40	5 8	5 47	6 15	7 8
20 -	2 49	3 20	3 53	4 30	4 58	5 35	6 3	6 56
21 -	3 50	3 27	4 7	4 42	5 13	5 46	6 14	7 6
22 -	2 54	3 26	4 1	4 40	5 11	5 43	6 10	7 5
23 -	Sunday.	—						
24 -	2 40	3 11	3 47	4 27	4 57	5 30	5 57	6 43
25 -	2 43	3 15	3 50	4 28	4 57	5 31	5 55	6 43
26 -	2 42	3 12	3 48	4 26	4 58	5 33	6 5	6 58
27 -	2 41	3 12	3 46	4 31	4 57	5 34	6 1	6 52
28 -	2 40	3 12	3 47	4 34	5 4	5 39	6 5	6 53
29 -	2 45	3 17	3 53	4 28	4 58	5 31	5 56	6 41
30 -	Sunday.	—						
31 -	2 40	3 12	3 45	4 22	4 50	5 31	5 55	6 42

York, Newcastle, and Berwick Railway—*continued.*

Hours at which the Down Express Train from London to Edinburgh Arrived, &c.—*continued.*

NOVEMBER.

DATE.	Left York.	ARRIVED AT						
		Thirsk.	Darlington.	Belmont.	Newcastle.	Morpeth.	Belton.	Berwick.
	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.
November 1 -	2 45	3 15	3 48	4 24	4 55	5 32	5 58	6 51
2 -	2 47	3 19	3 50	4 27	4 55	5 31	5 57	6 45
3 -	2 49	3 21	3 52	4 28	4 57	5 33	5 58	6 47
4 -	2 48	3 18	3 48	4 26	4 52	5 29	5 54	6 41
5 -	2 45	3 14	3 50	4 27	4 55	5 33	5 57	6 48
6 -	Sunday.	—						
7 -	2 47	3 17	3 55	4 29	4 58	5 34	6 0	6 50
8 -	2 49	3 19	3 55	4 30	5 10	5 43	6 6	6 55
9 -	2 44	3 13	3 50	4 28	4 55	5 29	5 55	6 44
10 -	2 49	3 19	3 53	4 26	4 55	5 33	5 58	6 44
11 -	2 45	3 15	3 50	4 25	4 55	5 29	5 55	6 45
12 -	2 50	3 20	3 57	4 30	4 59	5 34	6 1	6 51
13 -	Sunday.	—						
14 -	2 45	3 22	4 2	4 40	5 10	5 40	6 5	6 53
15 -	2 47	3 19	3 54	4 31	5 4	5 39	6 4	6 54
16 -	2 54	3 25	3 59	4 34	5 4	5 37	6 3	7 11
17 -	2 40	3 13	3 45	4 24	4 55	5 50	6 15	7 0
18 -	2 43	3 12	3 48	4 36	5 2	5 38	6 5	6 54
19 -	2 42	3 12	3 46	4 23	4 54	5 30	5 58	6 43
20 -	Sunday.	—						
21 -	2 44	3 15	3 47	4 30	5 0	5 39	6 5	6 55
22 -	2 59	3 30	4 6	4 44	5 14	5 50	6 15	7 12
23 -	2 52	3 22	4 5	4 43	5 15	5 48	6 15	7 3
24 -	2 41	3 12	3 46	4 25	5 0	5 39	6 8	7 0
25 -	2 50	3 16	4 2	4 39	5 11	5 45	6 10	6 57
26 -	2 46	3 14	3 56	4 36	5 3	5 44	6 12	7 0
27 -	Sunday.	—						
28 -	2 47	3 18	3 50	4 28	5 4	5 37	6 3	6 50
29 -	2 40	3 11	3 45	4 25	5 2	5 40	6 5	6 56
30 -	2 43	3 15	3 52	4 29	4 59	5 34	5 59	6 50

DECEMBER.

December 1 -	2 47	3 18	3 52	4 30	5 0	5 37	6 2	6 54
2 -	2 40	3 11	3 45	4 25	4 53	5 30	5 57	6 48
3 -	2 56	3 27	4 5	4 45	5 19	5 57	6 21	7 11
4 -	Sunday.	—						
5 -	2 56	3 25	4 4	4 43	5 15	5 53	6 19	7 7
6 -	2 52	3 21	3 56	4 29	5 3	5 41	6 8	7 1
7 -	2 50	3 17	3 53	4 27	5 0	5 32	5 58	6 44
8 -	2 50	3 20	3 54	4 32	5 8	5 46	6 14	7 10
9 -	2 50	3 21	3 55	4 32	5 5	5 44	6 9	6 55
10 -	2 46	3 16	3 53	4 26	5 2	5 42	6 9	6 58
11 -	Sunday.	—						
12 -	2 45	3 14	3 50	4 25	4 57	5 35	6 3	6 55
13 -	2 55	3 26	3 59	4 35	5 7	5 40	6 5	6 57
14 -	2 50	3 20	3 55	4 35	5 8	5 42	7 24	8 18
15 -	3 0	3 30	4 10	4 48	5 28	6 8	6 39	7 33
16 -	2 58	3 30	4 2	4 36	5 10	5 47	6 15	7 2
17 -	2 58	3 28	4 2	4 27	5 10	5 48	6 17	7 9
18 -	Sunday.	—						
19 -	2 57	3 28	4 3	4 40	5 15	5 50	6 17	7 1
20 -	2 45	3 15	3 52	4 31	5 3	5 44	6 15	7 8
21 -	3 15	3 45	4 20	5 3	5 34	6 14	6 44	7 42
22 -	3 8	3 38	4 19	4 56	5 43	6 33	6 58	7 50
23 -	2 59	3 29	4 8	4 48	5 22	6 5	6 32	7 30
24 -	3 0	3 30	4 10	4 55	5 30	6 10	6 38	7 29
25 -	Sunday.	—						
26 -	3 4	3 34	4 8	4 45	5 19	5 55	6 22	7 15
27 -	2 59	3 31	4 6	4 45	5 21	6 17	6 45	7 41
28 -	3 4	3 35	4 17	4 58	5 25	6 1	6 28	7 25
29 -	2 47	3 15	4 6	4 44	5 11	5 48	6 20	7 21
30 -	2 59	3 30	4 8	4 43	5 25	5 59	6 26	7 24
31 -	2 56	3 29	4 8	4 48	5 35	6 14	6 45	7 37

Appendix, No. 9.

RETURN of the TIME TABLES of the EXPRESS TRAINS between *London* and *Edinburgh*, for OCTOBER, NOVEMBER, and DECEMBER 1853, over the *York, Newcastle,* and *Berwick* Railway.

DOWN TRAINS.

	OCTOBER.	NOVEMBER.	DECEMBER.
	P. M.	P. M.	P. M.
Leave York	2 40	2 40	2 40
„ Thirsk	3 10	3 10	3 10
„ Darlington	3 50	3 50	3 50
„ Belmont	4 25	4 25	4 25
Arrive at Newcastle	4 55	4 55	4 55
Leave Newcastle	5 5	5 5	5 5
„ Morpeth	5 30	5 30	5 30
„ Bilton	5 55	5 55	5 55
Arrive at Berwick	6 45	6 45	6 45

UP TRAINS.

Leave Berwick	11 25 A. M.	11 25 A. M.	11 25 A. M.
„ Bilton	12 10 P. M.	12 10 P. M.	12 10 P. M.
„ Morpeth	12 40 „	12 40 „	12 40 „
Arrive at Newcastle	1 10 „	1 10 „	1 10 „
Leave Newcastle	1 20 „	1 20 „	1 20 „
„ Belmont	1 45 „	1 45 „	1 45 „
„ Darlington	2 25 „	2 25 „	2 25 „
„ Thirsk	3 0 „	3 0 „	3 0 „
Arrive at York	3 40 „	3 40 „	3 40 „

Appendix, No. 10.

SUPPLEMENTAL RETURN to the RETURN No. 7 (in Appendix, No. 1), laid before the Select Committee by the POST OFFICE, showing, as regards each of the Trains comprised in that List, the Amount of Payment made for it by the Post Office; and stating, in each case, whether the Payment is made under Award or under Agreement.

TITLE of RAILWAY COMPANY.	Date of Notice.	Date from and after which Notice took effect.	Terminal Points between which Trains are required to Run.	Time of Despatch of Train from each Terminal Point.	Rate of Payment.	Whether fixed by Arbitration or Agreement.
Aberdeen	31 July - 1851	31 August - 1851	Aberdeen to Arbroath	To leave Aberdeen at - - - 2 33 p. m.	- - Rate not fixed; awaiting arbitration.	—
	19 January - 1853	1 March - 1853	Arbroath to Aberdeen	" Arbroath at - - - 2 27 a. m.		
	30 June - 1853	31 July - 1853	Forfar to Aberdeen	" Forfar at - - - 2 16 p. m.		
			Aberdeen to Forfar	" Aberdeen at - - - 8 53 a. m.		
Belfast and Ballymena	4 December - 1851	8 January - 1852	Belfast to Ballymena	" Belfast at - - - - 6 0 a. m.	1 *l.* per diem - - -	By Agreement.
			Ballymena to Belfast	" Ballymena at - - - 5 15 p. m.	1 *s.* per mile - - -	By Arbitration.
Birkenhead, Lancashire and Cheshire Junction.	12 May - 1849	18 June - 1849	Birkenhead to Chester	" Birkenhead at - - - 9 15 p. m.	1 *s.* per mile - - -	By Agreement.
			Chester to Birkenhead	" Chester at - - - 4 50 a. m.	2 *s.* per mile - - -	-- Ditto.
Bristol and Exeter	30 November - 1849	5 January - 1850	Bristol to Exeter	" Bristol at - - - - 1 25 a. m.	24 *l.* per diem - - -	By Arbitration.
			Exeter to Bristol	" Exeter at - - - - 9 0 p. m.		
			Bristol to Exeter	" Bristol at - - - - 7 50 a. m.		
			Exeter to Bristol	" Exeter at - - - - 2 42 p. m.		
Caledonian	18 February - 1854	24 March - 1854	Carlisle to Greenhill Junction	" Carlisle at - - - 7 27 a. m.		
			Greenhill Junction to Carlisle	" Greenhill Junction at - - 1 57 p. m.		
			Carstairs Junction to Edinburgh	" Carstairs Junction at - - 9 58 a. m.		
			Edinburgh to Carstairs Junction	" Edinburgh at - - - 2 36 p. m.		
			Motherwell to Glasgow	" Motherwell at - - - 10 35 a. m.		
			Glasgow to Coatbridge	" Glasgow at - - - 2 10 p. m.		
			Carlisle to Greenhill Junction	" Carlisle at - - - 7 0 p. m.		
			Greenhill Junction to Carlisle	" Greenhill Junction at - - 8 9 p. m.		
			Carstairs Junction to Edinburgh	" Carstairs Junction at - - 9 25 p. m.		
			Edinburgh to Carstairs Junction	" Edinburgh at - - - 8 25 p. m.	-- Rate not fixed; awaiting arbitration.	—
			Coatbridge to Glasgow	" Coatbridge at - - - 10 10 p. m.		
			Glasgow to Motherwell	" Glasgow at - - - 8 23 p. m.		
			Greenock to Paisley	" Greenock at - - - 9 15 a. m.		
			Paisley to Greenock	" Paisley at - - - 11 30 a. m.		
			Greenock to Paisley	" Greenock at - - - 12 3 p. m.		
			Paisley to Greenock	" Paisley at - - - 3 18 p. m.		
			Greenock to Paisley	" Greenock at - - - 3 30 p. m.		
			Paisley to Greenock	" Paisley at - - - 6 18 p. m.		
			Greenock to Paisley	" Greenock at - - - 7 15 p. m.		
			Paisley to Greenock	" Paisley at - - - 7 17 p. m.		
			Greenock to Paisley	" Greenock at - - - 5 30 a. m.		

SUPPLEMENTAL RETURN to the Return No. 7 (in Appendix No. 1), laid before the Select Committee by the Post-office, &c.—*continued.*

TITLE of RAILWAY COMPANY.	Date of Notice.	Date from and after which Notice took effect.	Terminal Points between which Trains are required to Run.	Time of Despatch of Train from each Terminal Point.	Rate of Payment.	Whether fixed by Arbitration or Agreement.
Caledonian, and Glasgow, and South Western.	18 February - 1854	24 March - 1854	Glasgow to Paisley - - -	To leave Glasgow at - - - 7 0 p. m.	- - Rate not fixed; awaiting arbitration.	—
			Paisley to Glasgow - - -	,, Paisley at - - - 6 8 a. m.		
			Paisley to Glasgow - - -	,, Paisley at - - - 9 48 a. m.		
			Glasgow to Paisley - - -	,, Glasgow at - - - 11 15 a. m.		
			Paisley to Glasgow - - -	,, Paisley at - - - 7 55 p. m.		
			Glasgow to Paisley - - -	,, Glasgow at - - - 3 0 p. m.		
			Paisley to Glasgow - - -	,, Paisley at - - - 4 12 p. m.		
			Glasgow to Paisley - - -	,, Glasgow at - - - 4 30 p. m.		
			Paisley to Glasgow - - -	,, Paisley at - - - 6 40 p. m.		
			Glasgow to Paisley - - -	,, Glasgow at - - - 6 0 p. m.		
			Paisley to Glasgow - - -	,, Paisley at - - - 1 12 p. m.		
Chester and Holyhead - -	30 June - - 1853	31 July - - 1853	Chester to Holyhead - - -	,, Chester at - - - 3 0 a. m.	30,000 *l.* per annum - -	- - By Agreement on the part of the Treasury.
			Holyhead to Chester - - -	,, Holyhead at - - - 7 20 p. m.		
	15 March - 1854	29 April * - 1854	Chester to Holyhead - - -	,, Chester at - - - 10 25 p. m.		
			Holyhead to Chester - - -	,, Holyhead at - - - 2 0 a. m.		
Dublin and Belfast Junction -	30 July - - 1853	2 September - 1853	Drogheda to Dundalk - - -	,, Drogheda at - - - 8 30 p. m.	4 *s.* per mile -	By Arbitration.
			Dundalk to Drogheda - - -	,, Dundalk at - - - 3 0 a. m.	4 *s.* per mile -	
	15 March - 1854	30 April † - 1854	Drogheda to Portadown - -	,, Drogheda at - - - 10 0 a. m.	10 *d.* per mile ‡ -	
			Portadown to Drogheda - -	,, Portadown at - - - 1 0 p. m.	10 *d.* per mile ‡ -	
Dublin and Drogheda - -	10 July - - 1848	13 August - 1848	Dublin to Drogheda - - -	,, Dublin at - - - - 7 15 p. m.	2 *s.* per mile -	By Arbitration.
			Drogheda to Dublin - - -	,, Drogheda at - - - 4 5 a. m.	3 *s.* 9 *d.* per mile	
	15 March - 1854	30 April † - 1854	Dublin to Drogheda - - -	,, Dublin at - - - - 8 30 a. m.	10 *d.* per mile ‡ -	
			Drogheda to Dublin - - -	,, Drogheda at - - - 3 34 p. m.	10 *d.* per mile ‡ -	
Dundalk and Enniskillen -	30 July - - 1853	2 September - 1853	Dundalk to Castleblaney - -	,, Dundalk at - - - 9 35 p. m.	3 *s.* 2 *d.* per mile	By Arbitration.
			Castleblaney to Dundalk - -	,, Castleblaney at - - - 2 10 a. m.	3 *s.* 2 *d.* per mile	
Dundee and Arbroath - -	31 July - - 1851	31 August - 1851	Arbroath to Dundee - - -	,, Arbroath at - - - 4 41 p. m.	- - Not fixed; awaiting arbitration.	—
	19 January - 1853	1 March - 1853	Dundee to Arbroath - - -	,, Dundee at - - - 1 40 a. m.		
Dundee, Perth, and Aberdeen Railways Junction.	31 July - - 1851	31 August - 1851	Dundee to Perth - - - -	,, Dundee at - - - 5 53 p. m.	1 *s.* 6 *d.* per mile -	By Arbitration.
	10 January - 1853	1 March - 1853	Perth to Dundee - - - -	,, Perth at - - - - 12 40 a. m.	3 *s.* per mile. -	
	30 June - - 1853	31 July - - 1853	Perth to Dundee - - - -	,, Perth at - - - - 1 0 p. m.	10 *d.* per mile -	
			Dundee to Perth - - - -	,, Dundee at - - - 11 6 a. m.	10 *d.* per mile -	
Eastern Counties - - -	31 May - - 1849	30 June - 1849	Shoreditch to Colchester - -	,, Shoreditch at - - - 8 30 p. m.	8 *l.* 10 *s.* per diem - -	By Arbitration.
			Colchester to Shoreditch - -	,, Colchester at - - - 2 11 a. m.		
			Ely to Peterborough - - -	,, Ely at - - - - 12 18 a. m.	6 *l.* 6 *s.* per diem - -	By Arbitration.
			Peterborough to Ely - - -	,, Peterborough at - - 10 58 p. m.		
			Shoreditch to Brandon - - -	,, Shoreditch at - - - 11 30 a. m.	- - Shoreditch to Ely, 1 *s.* 8 *d.* per mile. Ely to Brandon, 2 *s.* 1 *d.* per mile - -	By Agreement.
			Brandon to Shoreditch - - -	,, Brandon at - - - 9 15 a. m.	- - Brandon to Ely, 2 *s.* 1 *d.* per mile; Ely to Shoreditch, 1 *s.* 8 *d.* per mile - -	
	20 December - 1853	23 January - 1854	Shoreditch to Brandon - - -	,, Shoreditch at - - - 9 0 p. m.	14 *s.* 8 *d.* per diem	By Agreement.
			Brandon to Shoreditch - - -	,, Brandon at - - - 11 19 p. m.	14 *s.* 8 *d.* per diem	

Eastern Counties, as Lessees of the Norfolk.	2 June - 1849	30 June - 1849	Brandon to Yarmouth	„	Brandon at	3 0 p. m.	9 *s.* 10 *d.* per diem	By Agreement.
			Yarmouth to Brandon	„	Yarmouth at	6 40 a. m.	9 *s.* 10 *d.* per diem	
	20 December - 1853	23 January - 1854	Brandon to Yarmouth	„	Brandon at	1 0 a. m.	2 *s.* 1 *d.* per mile	By Arbitration.
			Yarmouth to Brandon	„	Yarmouth at	8 40 p. m.	2 *s.* 1 *d.* per mile	
Eastern Union	25 July - 1846	27 August - 1846	Colchester to Ipswich	„	Colchester at	10 49 p. m.	3 *l.* 9 *s.* per night	By Agreement.
			Ipswich to Colchester	„	Ipswich at	1 11 a. m.		
Edinburgh and Glasgow	5 April - 1854	10 May § - 1854	Edinburgh to Glasgow	„	Edinburgh at	6 45 a. m.	-- Not fixed, awaiting arbitration.	—
			Glasgow to Edinburgh	„	Glasgow at	7 0 a. m.		
			Edinburgh to Glasgow	„	Edinburgh at	1 0 p. m.		
			Glasgow to Edinburgh	„	Glasgow at	1 15 p. m.		
			Edinburgh to Glasgow	„	Edinburgh at	4 0 p. m.		
			Glasgow to Edinburgh	„	Glasgow at	4 15 p. m.		
			Edinburgh to Glasgow	„	Edinburgh at	8 30 p. m.		
			Glasgow to Edinburgh	„	Glasgow at	9 0 p. m.		
			Edinburgh to Scottish Central Junction.	„	Edinburgh at	10 15 a. m.		
			Glasgow to Scottish Central Junction.	„	Glasgow at	10 30 a. m.		
			Edinburgh to Glasgow	„	Edinburgh at	9 40 a. m.		
			Glasgow to Edinburgh	„	Glasgow at	10 0 a. m.		
Glasgow and South Western	28 October - 1851	30 November - 1851	Dumfries to Ayr	„	Dumfries at	9 40 a. m.	4 *d.* per mile	By Arbitration.
			Ayr to Gretna	„	Ayr at	5 0 p. m.	4 *d.* per mile	
	19 July - 1853	22 August - 1853	Paisley to Ayr	„	Paisley at	4 45 p. m.	4½ *d.* per mile	By Agreement.
			Ayr to Paisley	„	Ayr at	5 0 p. m.	4½ *d.* per mile	
	4 January - 1854	10 February - 1854	Gretna to Dumfries	„	Gretna at	8 10 a. m.	4½ *d.* per mile	By Arbitration.
			Dumfries to Gretna	„	Dumfries at	4 0 p. m.	4½ *d.* per mile	
Great Northern	31 May - 1849	30 June - 1849	Peterborough to Great Grimsby	„	Peterborough at	1 43 a. m.	17 *l.* per diem	By Arbitration.
			Great Grimsby to Peterborough	„	Great Grimsby at	8 15 p. m.		
Great Southern and Western	22 November - 1850	31 December - 1850	Dublin to Cork	„	Dublin at	10 0 a. m.	1 *s.* per mile	By Arbitration.
			Cork to Dublin	„	Cork at	9 15 a. m.	1 *s.* per mile	
			Kildare to Carlow	„	Kildare at	11 20 a. m.	1 *s.* per mile	
			Carlow to Kildare	„	Carlow at	1 49 p. m.	1 *s.* per mile	
			Dublin to Cork	„	Dublin at	7 30 p. m.	4 *s.* 6 *d.* per mile	
	12 February - 1851	25 May - 1851	Cork to Dublin	„	Cork at	9 45 p. m.	4 *s.* 6 *d.* per mile	
Great Western	30 November - 1849	5 January - 1850	Paddington to Bristol	„	Paddington at	8 55 p. m.	-- 52 *l.* per diem, weekdays; 33 *l.* per diem, Sundays	By Arbitration.
			Bristol to Paddington	„	Bristol at	11 50 p. m.		
			Paddington to Bristol	„	Paddington at	10 15 a. m.		
			Bristol to Paddington	„	Bristol at	8 35 a. m.		
			Swindon to Gloucester	„	Swindon at	11 52 p. m.		
			Gloucester to Swindon	„	Gloucester at	11 40 p. m.		
			Didcot to Oxford	„	Didcot at	12 14 p. m.		
			Oxford to Didcot	„	Oxford at	10 45 a. m.		
			Swindon to Cheltenham	„	Swindon at	1 17 p. m.		
			Cheltenham to Swindon	„	Cheltenham at	8 20 a. m.		
Great Western, as Lessees of The Gloucester and Dean Forest Railway.	6 December - 1852	10 January - 1853	Gloucester to Grange Court	„	Gloucester at	1 35 a. m.	-- Included in the payment to Great Western Railway Company	By Arbitration.
			Grange Court to Gloucester	„	Grange Court at	10 37 p. m.		
	1 July - 1853	5 August - 1853	Gloucester to Grange Court	„	Gloucester at	6 45 a. m.		
			Grange Court to Gloucester	To arrive at Gloucester at		5 16 p. m.		

* This Notice comes into operation 30th April 1854.
† This Notice comes into operation 1st May 1854.
‡ Old rate of payment given in these cases; no fresh rate having been demanded by the Company.
§ This Notice comes into operation the 11th May 1854.

(*continued*)

SUPPLEMENTAL RETURN to the Return No. 7 (in Appendix No. 1), laid before the Select Committee by the Post Office, &c.—*continued*.

TITLE of RAILWAY COMPANY.	Date of Notice.	Date from and after which Notice took effect.	Terminal Points between which Trains are required to Run.	Time of Depatch of Train from each Terminal Point.	Rate of Payment.	Whether fixed by Arbitration or Agreement.
Irish South Eastern	29 November 1851	5 January 1852	Carlow to Kilkenny Kilkenny to Carlow	To leave Carlow at 12 21 p. m. „ Kilkenny at 1 0 p. m.	4 *d.* per mile 4 *d.* per mile	By Arbitration.
Lancaster and Carlisle	31 July 1851	1 September 1851	Carlisle to Lancaster	„ Carlisle at 12 16 a. m.		
	7 April 1853	10 May 1853	Lancaster to Carlisle	„ Lancaster at 4 22 p. m.	Not fixed; awaiting arbitration.	—
	30 June 1853	31 July 1853	Lancaster to Carlisle Carlisle to Lancaster	„ Lancaster at 4 56 a. m. „ Carlisle at 6 1 p. m.		
Lancashire and Yorkshire	10 May 1851	16 June 1851	Manchester to Leeds Leeds to Manchester Mirfield to Normanton Normanton to Mirfield Normanton to Manchester	„ Manchester at 10 15 a. m. „ Leeds at 11 30 a. m. „ Mirfield at 12 0 noon. „ Normanton at 11 20 a. m. „ Normanton at 2 30 a. m.		
	29 April 1853	31 May 1853	Manchester to Normanton Leeds to Mirfield Normanton to Manchester	„ Manchester at 10 0 p. m. „ Leeds at 9 30 p. m. „ Normanton at 9 30 p. m.	3,300 *l.* per annum, including the free use of every train which the Company run	By Agreement.
Lancashire and Yorkshire and London and North Western, as Lessees of the North Union.	30 June 1853	31 July 1853	Newton to Preston Preston to Newton	„ Newton at 3 25 a. m. „ Preston at 8 58 p. m.		
	30 July 1853	2 September 1853	Newton to Preston Preston to Newton	To leave Newton and arrive at Wigan at 3 15 p. m. To leave Preston at 3 44 a. m.	Not fixed; awaiting arbitration.	—
London, Brighton and South Coast.	16 May 1843	18 June 1843	London to Brighton Brighton to Redhill (Reigate)	„ London at 10 30 a. m. „ Brighton at 11 30 a. m.	2 *d.* per mile 2 *d.* per mile	By Agreement.
London and North Western	5 December 1851	6 January 1852	Newton to Euston-square Newton to Crewe Newton to Manchester Manchester to Newton Newton to Liverpool Liverpool to Warrington Chester to Crewe Manchester to Crewe Crewe to Manchester Manchester to Crewe Manchester to Stockpport Birmingham to Liverpool Liverpool to Birmingham Peterborough to Blisworth Birmingham to Rugby Stafford to Birmingham	„ Newton at 4 34 a. m. „ Newton at 4 34 a. m. „ Newton at 4 34 a. m. „ Manchester at 2 37 a. m. „ Newton at 4 34 a. m. „ Liverpool at 4 15 a. m. „ Chester at 4 45 a. m. „ Manchester at 4 24 a. m. „ Crewe at 12 35 p. m. „ Manchester at 11 35 a. m. „ Manchester at 4 24 a. m. „ Birmingham at 10 0 a. m. „ Liverpool at 11 15 a. m. „ Peterborough at 6 30 a. m. „ Birmingham at 7 30 a. m. „ Stafford at 6 40 a. m.		
	19 January 1853	28 February 1853	Crewe to Chester Blisworth to Peterborough Rugby to Birmingham Birmingham to Stafford	„ Crewe at 1 50 p. m. „ Blisworth at 10 53 a. m. „ Rugby at 11 30 a. m. „ Birmingham at 12 0 noon.	49,000 *l.* per annum, including the free use of every train which the Company run	By Agreement.
	7 April 1853	10 May 1853	Euston-square to Newton Warrington to Liverpool Crewe to Manchester	„ Euston-square at 9 15 a. m. „ Warrington at 2 50 p. m. „ Crewe at 2 0 p. m.		

	30 June - 1853	31 July - 1853	Warrington to Liverpool	„ Warrington at	3 9 a. m.		
			Liverpool to Warrington	„ Liverpool at	9 26 p. m.		
			Crewe to Chester	„ Crewe at	2 22 a. m.		
			Chester to Crewe	„ Chester at	10 10 p. m.		
			Crewe to Manchester	„ Crewe at	2 37 a. m.		
			Manchester to Crewe	„ Manchester at	9 50 p. m.		
	15 February - 1854	17 March - 1854	Euston-square to Newton	„ Euston-square at	9 0 p. m.		
			Newton to Euston-square	„ Newton at	9 55 p. m.		
London and North Western and Lancashire and Yorkshire Railway Companies, Lessees of the North Union.	30 June - 1853	31 July - 1853	Newton to Preston	„ Newton at	3 25 a. m.		
			Preston to Newton	„ Preston at	8 58 p. m.		
	30 July - 1853	2 September - 1853	Newton to Preston	„ Newton and Arrive at Wigan at	3 15 p. m.	- Not fixed; awaiting arbitration.	—
			Preston to Newton	To leave Preston at	3 44 a. m.		
London and North Western Railway Company and Shropshire Union Railways and Canal Company.	30 June - 1853	31 July - 1853	Stafford to Shrewsbury	„ Stafford at	1 27 a. m.	5 *l.* 8 *s.* 9 *d.* per diem -	By Arbitration.
			Shrewsbury to Stafford	„ Shrewsbury	10 43 p. m.		
London and South Western -	25 January - 1849	28 February - 1849	Waterloo-road to Southampton	„ Waterloo-road at	8 30 p. m.	16 *l.* 16 *s.* 5 *d.* per diem -	By Arbitration.
			Southampton to Waterloo-road	„ Southampton at	1 25 a. m.		
			Bishopstoke to Portsmouth	„ Bishopstoke at	11 42 p. m.		
			Portsmouth to Bishopstoke	„ Portsmouth at	12 34 a. m.		
			Waterloo-road to Southampton	„ Waterloo road at	10 30 a. m.	2 *l.* 15 *s.* 2 *d.* per diem, and 1 *s.* per trip to train guard, between Bishopstoke and Portsmouth - -	By Agreement.
			Southampton to Waterloo-road	„ Southampton at	9 20 a. m.		
			Bishopstoke to Portsmouth	„ Bishopstoke at	1 20 p. m.		
			Portsmouth to Bishopstoke	„ Portsmouth at	8 20 a. m.	15 *s.* 7 *d.* per diem - -	By Agreement.
			Fareham to Gosport	„ Fareham at	1 55 p. m.		
			Gosport to Fareham	„ Gosport at	8 35 a. m.		
	19 March - 1850	19 April - 1850	Southampton to Dorchester	„ Southampton at	12 0 midnight	16 *l.* 12 *s.* 9 *d.* per diem -	By Arbitration.
			Dorchester to Southampton	„ Dorchester at	10 15 p. m.		
Londonderry and Enniskillen -	30 July - 1853	2 September - 1853	Omagh to Londonderry	„ Omagh at	4 15 a. m.	9 *d.* per mile - 1 *s.* 9 *d.* per mile - -	By Agreement.
			Londonderry to Omagh	„ Londonderry at	6 40 p. m.		
Manchester, Sheffield and Lincolnshire.	31 May - 1849	30 June - 1849	Great Grimsby to New Holland	„ Great Grimsby at	4 20 a. m.	- - Not fixed; awaiting arbitration.	
			New Holland to Great Grimsby	„ New Holland at	7 43 p. m.		
Maryport and Carlisle - -	27 September - 1853	4 November - 1853	Carlisle to Maryport	„ Carlisle at	7 0 p. m.	2 ½ *d.* per mile - - -	By Agreement.
			Maryport to Carlisle	„ Maryport at	7 35 p. m.	2 ½ *d.* per mile -	By Arbitration.
			Carlisle to Maryport	„ Carlisle at	8 0 a. m.	2 ½ *d.* per mile - - -	
			Maryport to Carlisle	„ Maryport at	4 30 p. m.	1 *s.* per mile - - -	By Agreement.
		Sunday Trains	Carlisle to Maryport	„ Carlisle at	8 30 a. m.	2 ½ *d.* per mile - - -	By Arbitration.
			Maryport to Carlisle	„ Maryport at	6 40 p. m.	2 ½ *d.* per mile - - -	By Arbitration.
			Maryport to Carlisle	„ Maryport at	9 20 a. m.	2 ½ *d.* per mile - - - With an allowance of 100 *l.* per annum to Train guards for taking charge of Bags.	By Agreement.
Midland - - - - -	29 June - 1853	31 July - 1853	Leeds to Rugby	„ Leeds at	2 35 a. m.		
			Leeds to Rugby	„ Leeds at	2 35 a. m.		
			Rugby to Derby	„ Rugby at	12 5 a. m.	23,000 *l.* per annum, including the free use of every Train which the Company runs - - - -	By Agreement.
			Derby to Rugby	„ Derby at	11 30 p. m.		
			Normanton to Leeds	„ Normanton at	3 45 a. m.		
			Leeds to Normanton	„ Leeds at	8 44 p. m.		
			Bristol to Gloucester	„ Bristol at	7 5 p. m.		
			Gloucester to Bristol	„ Gloucester at	4 30 a. m.		

(continued)

SUPPLEMENTAL RETURN to the Return No. 7 (in Appendix No. 1), laid before the Select Committee by the Post Office, &c.—*continued*.

TITLE of RAILWAY COMPANY.	Date of Notice.	Date from and after which Notice took effect.	Terminal Points between which Trains are required to Run.	Time of Despatch of Train from each Terminal Point.	Rate of Payment.	Whether fixed by Arbitration or Agreement.
Midland	29 June 1853	31 July 1853	Gloucester to Tamworth	To leave Gloucester at 9 0 p. m.		
			Tamworth to Gloucester	" Tamworth at 1 5 a. m.		
			Tamworth to Normanton	" Tamworth at 1 5 a. m.		
			Normanton to Tamworth	" Normanton at 9 24 p. m.		
			Derby to Lincoln	" Derby at 2 20 a. m.		
			Lincoln to Derby	" Lincoln at 8 30 p. m.		
			Leeds to Skipton	" Leeds at 6 0 a. m.		
			Skipton to Leeds	" Skipton at 6 40 p. m.	23,000 *l.* per annum, including the free use of every Train which the Company runs	By Agreement.
	22 July 1853	26 August 1853	Rugby to Leeds	" Rugby at 11 45 a. m.		
Midland Great Western Railway Company of Ireland.	1 August 1851	31 August 1851	Dublin to Galway	" Dublin at 7 15 p. m.	3 *s.* per mile	By Arbitration.
			Galway to Dublin	" Galway at 12 30 a. m.	3 *s.* per mile	
Newcastle-upon-Tyne and Carlisle.	31 May 1848	5 July 1848	Carlisle to Gateshead	" Carlisle at 11 45 a. m.		
			Gateshead to Carlisle	" Gateshead at 10 50 a. m.		
			Carlisle to Newcastle	" Carlisle at 9 20 a. m.		
			Newcastle to Carlisle	" Newcastle at 5 0 p. m.	1,000 *l.* per annum, including the free use of every train which the Company runs	By Agreement.
North British	29 April 1853	31 May 1853	Berwick to Edinburgh	" Berwick at 10 5 a. m.		
			Edinburgh to Berwick	" Edinburgh at 12 39 p. m.	Not fixed; awaiting arbitration.	
	31 May 1853	30 June 1853	Edinburgh to Berwick	" Edinburgh at 5 55 p. m.		
Scottish Central	31 July 1851	31 August 1853	Perth to Castlecary Junction	" Perth at 6 35 p. m.		
	19 January 1853	28 February 1853	Greenhill Junction to Perth	" Greenhill Junction at 10 30 p. m.	15 *l.* 4 *s.* 6 *d.* per diem, and 10 *l.* per annum for a service between Upper and Lower Greenhill	By Arbitration.
	30 June 1853	31 July 1853	Greenhill Junction to Perth	" Greenhill Junction at 11 11 a. m.		
			Perth to Greenhill Junction	" Perth at 12 16 p. m.		
Scottish Midland Junction	30 June 1853	31 July 1853	Perth to Forfar	" Perth at 1 0 p. m.	Not fixed; awaiting arbitration.	—
			Forfar to Perth	" Forfar at 10 50 a. m.		
Shropshire Union Railways and Canal Company, and London and North Western Railway Company.	30 June 1853	31 July 1853	Stafford to Shrewsbury	" Stafford at 1 27 a. m.	5 *l.* 8 *s.* 9 *d.* per diem	By Arbitration.
			Shrewsbury to Stafford	" Shrewsbury at 10 43 p. m.		
South Devon	6 June 1850	8 July 1850	Exeter to Plymouth	" Exeter at 4 10 a. m.		
			Plymouth to Exeter	" Plymouth at 6 25 p. m.		
			Exeter to Plymouth	" Exeter at 10 50 a. m.		
			Plymouth to Exeter	" Plymouth at 12 0 noon.	19 *l.* 14 *s.* 11½ *d.* per diem	By Arbitration.
South Eastern	27 December 1844	26 January 1845	Reigate to Dover	" Reigate at 12 23 p. m.		
			Dover to Reigate	" Dover at 9 30 a. m.	1 *l.* 13 *s.* 6 *d.* per diem	By Arbitration.
	12 January 1848	13 February 1848	London to Dover	" London at 8 30 p. m.		
			Dover to London	" Dover at 2 0 a. m.	19 *l.* 13 *s.* 10 *d.* per diem	By Arbitration.
	28 April 1851	31 May 1851	Dover to London	" Dover at 5 20 a. m.	2 *s.* 3 *d.* per mile	By Agreement.

South Wales	6 December - 1852	10 January - 1853	Grange Court to Carmarthen Carmarthen to Grange Court	„ „	Grange Court at Carmarthen at	1 58 a. m. 5 45 p. m.	- - Not fixed; awaiting arbitration.	
	1 July - 1853	5 August - 1853	Grange Court to Carmarthen Carmarthen to Grange Court	„ „	Grange Court Carmarthen at	6 59 a. m. 10 20 a. m.		
	11 April - 1854	20 May* - 1854	Carmarthen to Haverfordwest Haverfordwest to Carmarthen	„ „	Carmarthen at Haverfordwest at	7 5 a. m. 4 25 p. m.		
Ulster	15 March - 1854	30 April † - 1854	Portadown to Belfast Belfast to Portadown	„ „	Portadown at Belfast at	12 30 p. m. 11 45 a. m.	3 *l.* 12 *s.* per diem ‡	By Arbitration.
Waterford and Kilkenny	9 June - 1853	13 July - 1853	Kilkenny to Dunkitt Dunkitt to Kilkenny	„ „	Kilkenny at Dunkitt at	1 20 p. m. 11 45 a. m.	4 *d.* per mile 4 *d.* per mile	By Arbitration.
Waterford and Limerick	22 November - 1850	31 December - 1850	Limerick to Limerick Junction Limerick Junction to Limerick	„ „	Limerick at Limerick Junction at	10 40 a. m. 2 42 p. m.	1 *s.* per mile 1 *s.* per mile	By Arbitration.
Whitehaven Junction	27 September - 1853	4 November - 1853	Maryport to Whitehaven Whitehaven to Maryport Maryport to Whitehaven Whitehaven to Maryport	„ „ „ „	Maryport at Whitehaven at Maryport at Whitehaven at	9 25 a. m. 3 45 p. m. 8 25 p. m. 5 60 p. m.	2½ *d.* per mile 1 *s.* per mile 2½ *d.* per mile 2½ *d.* per mile	And 39 *l.* per annum to Train guards for taking charge of Bags
		Sunday Trains	Maryport to Whitehaven Whitehaven to Maryport Whitehaven to Maryport	„ „ „	Maryport at Whitehaven at Whitehaven at	10 5 a. m. 6 0 p. m. 8 30 a. m.	2½ *d.* per mile 2½ *d.* per mile 2½ *d.* per mile	By Arbitration.
York, Newcastle, and Berwick	29 April - 1853	31 May - 1853	York to Berwick Berwick to York	„ „	York at Berwick at	4 45 a. m. 3 14 p. m.	3 *s.* per mile 3 *s.* per mile	By Arbitration.
	31 May - 1853	30 June - 1853	York to Berwick Berwick to York	„ „	York at Berwick at	2 40 p. m. 8 35 p. m.	1 *s.* per mile 3 *s.* per mile	
York and North Midland	16 May - 1848	18 June - 1848	York to Normanton Hull to Selby Hull to Selby Hull to Selby Selby to Normanton Selby to Normanton	„ „ „ „ „ „	York at § Hull at Hull at ‖ Hull at Selby at Selby at	3 1 a. m. 10 0 p. m. 6 30 a. m. 10 0 p. m. 12 12 a. m. 8 5 a. m.	- Not fixed; awaiting arbitration.	—
	29 April - 1853	31 May - 1853	Normanton to York York to Normanton Milford Junction to Selby Selby to Milford Junction Selby to Hull Hull to Selby York to Scarborough Scarborough to York Killington Junction to Whitby Whitby to Killington Junction	„ „ „ „ „ „ „ „ „ „	Normanton at York at Milford Junction at Selby at Selby at Hull at York at Scarborough at Killington Junction at Whitby at	3 50 a. m. 8 34 p. m. 4 7 a. m. 8 32 p. m. 4 22 a. m. 7 12 p. m. 6 0 a. m. 5 5 p. m. 7 15 a. m. 4 0 p. m.		
	31 May - 1853	30 June - 1853	Normanton to Milford Junction	„	Normanton at	1 0 p. m.		

* This Notice comes into operation the 21st May 1854.

† This Notice comes into operation 1st May 1854.

§ Luggage Train.

‡ Old rate of payment given in this case; no fresh rate having been demanded by the Company.

‖ Sunday Train.

General Post Office,
27 May 1854.

W. Wedderburn.

General Post Office,
29 May 1854.

Rowland Hill,
Secretary.

Appendix, No. 11.

NIGHT MAILS.

RETURN showing the Number of MINUTES (if any) which the MAILS from LONDON were behind Time at the following Stations, on each day, in the Months of October, November, and December, 1853; viz. *Bristol, Exeter, Plymouth, Gloucester, Brighton, Southampton, Dover, Norwich, Lincoln, Manchester, Liverpool, Holyhead, Glasgow, Edinburgh*, and *Newcastle-upon-Tyne*.

(The figures in *Italics* show the Time allowed for performing the Journey from London to each Station.)

DATE.	BRISTOL. *4 h. 20 m.*			EXETER. *7 h. 10 m.*			PLYMOUTH. *9 h. 30 m.*			GLOUCESTER. *4 h. 7 m.*			BRIGHTON.			SOUTHAMPTON. *3 h.*			DOVER. *2 h. 49 m.*			NORWICH. *5 h. 28 m.*		
1853:	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.
1	5	14	15	30	25	25	22	65	17	6	23	28	- -	- -	- -	30	2	1	- -	12	4	2	12	—
2	- -	40	20	10	70	33	5	70	32	8	38	33	- -	- -	- -	- -	2	4	- -	6	15	- -	27	—
3	8	10	35	27	22	47	23	20	40	6	23	38	- -	- -	- -	- -	16	25	8	14	6	- -	2	—
4	8	3	2	15	70	12	15	60	10	13	11	3	- -	- -	- -	4	- -	- -	9	1	- -	12	22	—
5	6	- -	15	19	10	32	20	5	47	18	13	8	- -	- -	- -	- -	- -	7	6	11	4	- -	37	—
6	9	- -	7	22	12	35	17	5	35	18	6	5	- -	- -	- -	- -	- -	- -	6	- -	5	4	—	—
7	38	10	10	55	20	30	48	15	35	38	23	23	- -	- -	- -	- -	- -	- -	3	6	1	62	—	—
8	22	25	36	39	19	74	28	18	70	43	23	38	- -	- -	- -	- -	- -	4	12	16	11	- -	4	—
9	- -	41	18	14	75	40	20	115	38	8	58	8	- -	- -	- -	- -	- -	6	1	7	6	2	- -	5
10	12	20	15	25	40	18	22	35	15	18	28	23	- -	- -	- -	10	- -	- -	3	9	10	- -	- -	7
11	3	40	15	15	50	25	10	48	35	13	38	18	- -	- -	- -	- -	32	15	8	3	1	42	10	47
12	23	25	10	40	50	23	50	53	20	18	28	13	- -	- -	- -	- -	- -	5	8	- -	6	7	—	—
13	5	7	13	13	30	15	47	32	5	18	18	16	The Night Mails are conveyed by the South Eastern Railway as far as Reigate, and thence to Brighton by Mail Cart.			- -	- -	- -	6	- -	9	17	—	—
14	35	- -	35	45	15	60	45	13	62	43	3	33				- -	- -	- -	2	1	16	42	—	—
15	22	10	55	25	25	70	17	23	64	33	18	73				8	- -	- -	40	6	56	77	No record.	25
16	- -	35	25	7	27	43	- -	60	53	38	48	28				- -	8	17	11	1	15	72	—	—
17	25	33	20	49	12	42	39	10	32	28	13	28				- -	- -	- -	21	4	6	—	—	—
18	9	48	20	20	51	10	45	65	5	23	21	31				- -	2	- -	24	- -	1	—	—	—
19	- -	17	17	10	30	35	3	15	40	3	28	13				- -	30	8	17	9	15	10	—	—
20	14	- -	40	27	10	60	25	32	55	23	8	45	- -	- -	- -	- -	- -	- -	4	- -	4	—	—	—
21	16	34	24	35	55	42	30	60	40	28	58	33	- -	- -	- -	23	1	2	16	8	7	17	- -	5
22	18	28	20	50	25	55	45	32	51	28	26	13	- -	- -	- -	- -	17	1	1	19	1	10	- -	5
23	9	42	74	17	35	119	15	42	155	No record.	23	73	- -	- -	- -	- -	2	21	15	10	13	20	—	—
24	25	17	65	40	26	103	40	28	140	43	23	68	- -	- -	- -	5	- -	20	17	- -	20	- -	- -	12
25	5	15	7	40	22	20	55	10	12	13	23	23	- -	- -	- -	1	24	- -	4	48	- -	- -	25	—
26	7	No record.	140	7	13	160	70	110	240	23	18	78	- -	- -	- -	3	- -	14	11	5	11	- -	- -	29
27	- -	- -	27	5	10	43	25	5	55	11	13	38	- -	- -	- -	- -	- -	27	- -	- -	28	- -	2	62
28	10	8	39	35	12	35	30	10	43	48	15	21	- -	- -	- -	19	3	2	18	9	8	2	- -	15
29	- -	15	41	2	29	74	5	40	83	11	13	43	- -	- -	- -	- -	- -	- -	6	32	15	- -	92	31
30	3	29	23	12	52	295	8	70	360	23	33	23	- -	- -	- -	- -	- -	14	- -	2	22	27	- -	52
31	51	- -	60	10	- -	100	65	- -	118	58	- -	48	- -	- -	- -	6	- -	17	9	- -	1	20	—	—

DATE.	LINCOLN. 7 h. 55 m.			MANCHESTER. 6 h. 55 m.			LIVERPOOL. 7 h. 11 m.			HOLYHEAD. 8 h. 48 m.			GLASGOW. 14 h. 23 m.			EDINBURGH. 13 h. 58 m.			NEWCASTLE. 10 h.		
1853:	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.
1	- -	- -	- -	13	35	28	11	24	31	36	67	48	- -	42	37	42	37	37	25	20	45
2	- -	- -	- -	15	35	44	5	38	44	20	56	54	- -	58	68	7	47	57	5	270	80
3	- -	- -	- -	No record	No record	58	36	19	48	79	51	No record	- -	17	85	37	27	77	30	34	57
4	- -	- -	- -	30	40	6	14	28	4	40	54	No record	- -	47	7	29	40	57	16	47	20
5	- -	- -	- -	20	25	35	17	9	32	35	62	47	- -	37	82	27	37	47	47	30	42
6	- -	- -	- -	27	8	65	19	- -	9	55	16	33	- -	4	51	17	12	47	55	20	38
7	- -	- -	- -	50	25	15	27	14	39	53	27	31	- -	67	62	37	32	47	50	40	30
8	- -	- -	- -	35	15	41	29	9	27	32	30	54	-	29	25	58	22	22	33	30	25
9	- -	- -	- -	10	25	60	- -	9	41	17	36	68	- -	12	77	2	4	59	22	39	82
10	- -	- -	- -	28	34	50	29	26	47	33	45	52	No record	12	60	67	22	62	58	40	67
11	- -	- -	- -	20	54	5	9	51	- -	39	64	12		77	27	27	67	62	40	50	38
12	10	- -	- -	51	16	25	49	11	29	71	22	34		28	47	62	37	42	63	56	46
13	- -	- -	- -	10	10	27	9	- -	19	19	20	28	- -	7	32	22	12	32	53	23	57
14	- -	- -	- -	78	146	27	77	132	20	No record	152	38	- -	No record	37	77	167	37	34	60	60
15	- -	- -	- -	23	25	40	15	9	31	33	31	122	- -	No record	81	12	17	72	36	42	40
16	- -	- -	- -	10	20	65	19	9	69	27	37	91	- -	62	122	2	42	107	24	110	102
17	- -	- -	- -	25	27	77	20	31	59	52	32	77	- -	27	72	17	22	72	58	58	70
18	- -	- -	- -	18	49	6	4	46	- -	12	61	2	- -	60	2	62	47	5	19	57	22
19	- -	- -	10	No record	19	43	24	4	51	32	34	56	- -	20	87	22	22	87	60	30	95
20	- -	- -	- -	20	10	47	29	- -	50	46	12	62	- -	15	57	32	2	37	22	20	80
21	- -	- -	5	50	24	40	44	16	39	77	36	42	- -	62	62	32	57	42	37	89	80
22	- -	- -	- -	20	85	27	9	74	19	45	87	34	82	62	37	64	66	31	34	112	85
23	- -	- -	30	8	36	85	24	20	79	16	33	92	7	21	128	19	17	127	18	75	125
24	- -	- -	- -	14	20	52	12	9	No record	28	29	57	14	27	52	7	20	52	30	54	100
25	- -	- -	- -	10	32	22	6	28	30	12	49	49	20	48	47	17	42	42	20	70	20
26	- -	10	- -	14	26	40	14	19	34	23	32	72	7	40	61	7	47	52	46	55	46
27	- -	- -	25	10	8	57	12	- -	59	32	18	72	7	17	60	2	22	57	29	17	115
28	- -	- -	15	45	23	40	58	12	37	57	37	62	62	22	42	77	17	42	60	30	95
29	- -	- -	210	18	10	296	19	- - -	291	25	17	297	27	12	302	32	- -	297	30	34	294
30	- -	- -	- -	10	13	44	26	4	36	24	17	78	2	10	82	2	2	77	21	50	93
31	- -	- -	- -	130	- -	73	181	- -	70	187	- -	209	194	- -	80	197	- -	77	24	- -	134

13 June 1854.

W. Wedderburn.

DAY MAILS.

RETURN showing the Number of MINUTES (if any) which the MAILS from LONDON were behind Time at the following Stations, on each day, in the Months of October, November, and December, 1853; viz, *Bristol, Exeter, Plymouth, Gloucester, Brighton, Southampton, Dover, Norwich, Lincoln, Manchester, Liverpool, Holyhead, Glasgow, Edinburgh,* and *Newcastle-upon-Tyne.*

(The figures in *Italics* show the Time allowed for performing the Journey from London to each Station.)

DATE.	BRISTOL. *4 h. 30 m.*			EXETER. —			PLYMOUTH. —			GLOUCESTER. *4 h. 37 m.*			BRIGHTON. —			SOUTHAMPTON. *2 h. 55 m.*			DOVER. *2 h. 46 m.*			NORWICH. *4 h. 30 m.*		
1853:	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.
1	15	5	- -	- -	- -	- -	- -	- -	- -	25	- -	- -	- -	- -	- -	7	7	4	9	- -	- -	6	- -	3
2	Sunday	3	8	- -	- -	- -	- -	- -	- -	Sunday	4	8	- -	- -	- -	Sunday	8	20	Sunday	- -	- -	Sunday	2	1
3	15	4	21	- -	- -	- -	- -	- -	- -	25	2	30	- -	- -	- -	- -	8	19	- -	No record	- -	10	7	15
4	13	- -	Sunday	- -	- -	- -	- -	- -	- -	12	10	Sunday	- -	- -	- -	- -	14	Sunday	1	- -	Sunday	- -	4	Sunday.
5	6	- -	14	- -	- -	- -	- -	- -	- -	6	6	14	- -	- -	- -	8	- -	3	2	3	- -	5	8	9
6	7	Sunday	9	- -	- -	- -	- -	- -	- -	8	Sunday	14	- -	- -	- -	- -	Sunday	3	- -	Sunday	- -	- -	Sunday	20
7	- -	- -	5	- -	- -	- -	- -	- -	- -	- -	5	8	- -	- -	- -	- -	- -	- -	- -	2	- -	2	2	3
8	1	20	15	- -	- -	- -	- -	- -	- -	6	31	20	- -	- -	- -	7	3	No record	1	1	- -	10	—	—
9	Sunday	8	8	- -	- -	- -	- -	- -	- -	Sunday	8	12	- -	- -	- -	Sunday	5	- -	Sunday	1	- -	Sunday	7	21
10	3	3	5	- -	- -	- -	- -	- -	- -	3	6	11	- -	- -	- -	- -	3	4	1	- -	- -	20	15	12
11	7	2	Sunday	- -	- -	- -	- -	- -	- -	1	10	Sunday	- -	- -	- -	2	- -	Sunday	- -	2	Sunday	15	- -	Sunday.
12	- -	- -	15	- -	- -	- -	- -	- -	- -	8	3	22	The Trains used for the Conveyance of the Day Mails to Brighton are ordinary Passenger Trains, of the working of which no record is kept by the Post-office.			7	- -	- -	2	- -	- -	4	- -	54
13	8	Sunday	25	- -	- -	- -	- -	- -	- -	3	Sunday	29				2	Sunday	2	No record	Sunday	- -	5	Sunday	—
14	41	5	9	- -	- -	- -	- -	- -	- -	- -	11	28				5	- -	- -	3	- -	- -	12	7	—
15	20	- -	19	- -	- -	- -	- -	- -	- -	10	3	18				27	- -	7	8	- -	4	20	18	40
16	Sunday	1	20	- No record -			- No Day Mail -			Sunday	4	20				Sunday	- -	- -	Sunday	- -	7	Sunday	2	14
17	23	- -	114	- -	- -	- -	- -	- -	- -	32	1	126				20	No record	5	11	2	- -	17	- -	15
18	3	- -	Sunday	- -	- -	- -	- -	- -	- -	5	- -	Sunday				4	3	Sunday	6	- -	Sunday	24	- -	Sunday.
19	15	10	4	- -	- -	- -	- -	- -	- -	11	1	2				23	5	5	18	4	- -	15	6	20
20	- -	Sunday	20	- -	- -	- -	- -	- -	- -	- -	Sunday	33				- -	Sunday	No record	2	Sunday	- -	- -	Sunday	17
21	8	20	20	- -	- -	- -	- -	- -	- -	8	14	20	- -	- -	- -	2	- -	5	6	- -	- -	No record	9	22
22	7	- -	20	- -	- -	- -	- -	- -	- -	- -	14	17	- -	- -	- -	12	- No record -		4	- -	7	8	12	35
23	Sunday	19	38	- -	- -	- -	- -	- -	- -	Sunday	16	30	- -	- -	- -	Sunday	- -	3	Sunday	- -	- -	Sunday	8	26
24	1	9	29	- -	- -	- -	- -	- -	- -	8	12	32	- -	- -	- -	2	No record	12	1	- -	12	- -	5	34
25	15	1	Sunday	- -	- -	- -	- -	- -	- -	16	1	Sunday	- -	- -	- -	No record	- -	Sunday	- -	- -	Sunday	7	5	Sunday.
26	- -	11	50	- -	- -	- -	- -	- -	- -	- -	14	43	- -	- -	- -	- -	4	- -	- -	- -	- -	- -	28	5
27	5	Sunday	11	- -	- -	- -	- -	- -	- -	7	Sunday	59	- -	- -	- -	2	Sunday	No record	3	Sunday	- -	5	Sunday	12
28	5	6	22	- -	- -	- -	- -	- -	- -	4	3	32	- -	- -	- -	- -	2	- -	1	1	- -	20	10	35
29	13	11	23	- -	- -	- -	- -	- -	- -	10	12	15	- -	- -	- -	- -	No record	- -	- -	- -	4	10	- -	20
30	Sunday	6	9	- -	- -	- -	- -	- -	- -	Sunday	- -	11	- -	- -	- -	Sunday	- -	- -	Sunday	- -	- -	Sunday	- -	37
31	1	- -	14	- -	- -	- -	- -	- -	- -	6	- -	14	- -	- -	- -	5	- -	No record	2	- -	- -	23	- -	14

DATE.	LINCOLN. —			MANCHESTER. 5 h. 50 m.			LIVERPOOL. 6 h. 25 m.			HOLYHEAD. 8 h. 5 m.			GLASGOW. 13 h. 15 m.			EDINBURGH. 13 h.			NEWCASTLE. 7 h. 25 m.		
1853:	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.
1	- -	- -	- -	No record	6	No record	5	- -	205	13	- -	25	- -	10	187	18	- -	175	5	4	5
2	- -	- -	- -	Sunday	6	8	Sunday	- -	10	- -	7	33	- -	7	30	Sunday	- -	15	Sunday	—	—
3	- -	- -	- -	3	10	No record	No record	5	10	34	- -	10	- -	7	30	12	- -	5	6	3	27
4	- -	- -	- -	13	- -	Sunday	10	- -	Sunday	17	- -	- -	- -	7	Sunday	9	- -	Sunday	- -	- -	Sunday
5	- -	- -	- -	6	3	No record	2	- -	- -	- -	5	- -	- -	30	40	20	10	22	10	- -	22
6	- -	- -	- -	11	Sunday	26	- -	Sunday	5	40	- -	30	- -	Sunday	25	41	Sunday	15	5	Sunday	7
7	- -	- -	- -	3	- No record -		- -	- -	5	40	22	25	- -	14	53	25	3	5	3	5	6
8	- -	- -	- -	8	10	7	- -	- -	- -	- -	10	10	- -	10	10	61	62	- -	20	13	15
9	- -	- -	- -	Sunday	7	7	Sunday	- -	- -	- -	- -	19	- -	10	10	Sunday	- -	- -	Sunday	- -	12
10	- -	- -	- -	3	12	No record	- -	- -	40	10	- -	7	- -	15	65	- -	2	55	5	5	8
11	- -	- -	- -	2	8	Sunday	- -	- -	Sunday	- -	- -	- -	No	27	Sunday	15	5	Sunday	10	- -	Sunday
12				8	No record	5	- -	- -	- -	11	7	12	record	30	36	- -	16	- -	4	5	5
13	The Train used for the Conveyance of the Day Mail to Lincoln is an ordinary Passenger Train from Kegworth to Lincoln, and no record of its working is kept by the Post-office.			18	Sunday	29	10	Sunday	20	- -	- -	9	- -	Sunday	42	15	Sunday	31	3	Sunday	10
14				No record	12	5	- -	- -	- -	15	- -	15	- -	10	30	- -	4	25	8	13	12
15				- -	No record	- -	5	- -	20	12	- -	45	- -	7	30	5	- -	20	- -	9	33
16				Sunday	7	44	Sunday	- -	40	- -	- -	30	- -	15	80	Sunday	- -	67	Sunday	10	15
17				11	7	No record	- -	- -	10	30	- -	No record	- -	10	35	20	1	25	10	- -	15
18				1	7	Sunday	- -	- -	Sunday	3	10	No record	- -	10	Sunday	- -	1	Sunday	2	5	Sunday
19				3	- -	15	- -	- -	15	27	- -	19	- -	15	50	- -	4	43	14	- -	20
20				62	Sunday	24	- -	Sunday	5	5	- -	18	- -	Sunday	40	1	Sunday	36	9	Sunday	10
21	- -	- -	- -	21	1	No record	15	- -	15	17	- -	15	- -	10	20	5	- -	6	15	2	42
22	- -	- -	- -	6	- -	14	- -	- -	10	- -	95	10	- -	15	135	- -	5	123	15	19	55
23	- -	- -	- -	Sunday	2	No record	Sunday	5	32	- -	5	15	Sunday	10	59	Sunday	- -	46	Sunday	20	30
24	- -	- -	- -	10	5	No record	- -	- -	5	- -	- -	35	16	28	45	- -	16	27	- -	4	39
25	- -	- -	- -	10	No record	Sunday	- -	- -	Sunday	8	- -	- -	16	25	Sunday	- -	- -	Sunday	3	15	Sunday
26	- -	- -	- -	10	No record	No record	- -	10	- -	25	35	No record	10	30	45	1	14	25	- -	10	25
27	- -	- -	- -	10	Sunday	31	- -	Sunday	25	- -	- -	37	10	Sunday	60	2	Sunday	50	3	Sunday	28
28	- -	- -	- -	10	No record	22	- -	5	10	26	15	12	17	25	35	- -	8	16	8	10	33
29	- -	- -	- -	17	No record	10	- -	- -	3	2	13	37	20	24	55	5	5	40	1	8	15
30	- -	- -	- -	Sunday	1	10	Sunday	- -	5	- -	10	22	Sunday	15	25	Sunday	- -	23	Sunday	2	30
31	- -	- -	- -	4	- -	5	- -	- -	2	2	- -	110	10	- -	65	- -	- -	40	- -	- -	45

13 June 1854.

W. Wedderburn.

Appendix, No. 12.

RUNNING of the DOWN MAIL (due to leave *London, Euston Square*, at 9.0 P.M., and arrive at *Normanton* 3.45 A.M.), for the Months of October, November, and December 1853.

OCTOBER.

DATE.	Midland: Arrival at Normanton. H. M.	Minutes late.	Departure for York. H. M.	Minutes late.	Time Lost in Normanton.	Arrival in York. H. M.	Minutes late.	Time Lost on York and North Midland.	Time Gained on York and North Midland.	REMARKS.
					M.			M.	M.	
1853: October 1 -	6 10	145	6 21	151	6	7 12	157	6	- - -	- - 8 minutes Burton Salmon; two goods trains shunting.
„ 2 -	4 0	15	4 12	22	7	4 58	23	1	—	
„ 3 -	3 58	13	4 6	16	3	4 50	15	- - -	1	
„ 4 -	4 6	21	4 16	26	5	5 1	26	—	—	
„ 5 -	4 2	17	4 16	26	9	5 1	26	—	—	
„ 6 -	4 5	20	4 17	27	7	5 4	29	2	—	
„ 7 -	4 26	41	4 35	45	4	5 21	46	1	—	
„ 8 -	4 22	37	4 35	45	8	5 22	47	2	—	
„ 9 -	4 4	19	4 16	26	7	5 5	30	4	- - -	4 minutes at York ticket platform.
„ 10 -	3 54	9	4 1	11	2	4 48	13	2	—	
„ 11 -	4 15	30	4 31	41	11	5 24	49	8	- - -	- - 8 minutes; detained by a goods train in front.
„ 12 -	4 16	31	4 26	36	5	5 11	36	—	—	
„ 13 -	4 32	47	4 45	55	8	5 33	58	3	- - -	3 minutes at Church Fenton; signal on.
„ 14 -	4 17	32	4 35	45	13	5 25	50	5	- - -	- - 7 minutes at Milford Junction; waiting mail bags.
„ 15 -	4 0	15	4 18	28	13	5 4	29	1	—	
„ 16 -	4 2	17	4 12	22	5	5 1	26	4	- - -	- - 4 minutes York; having to run round the junction.
„ 17 -	3 50	5	4 3	13	8	4 47	12	- - -	1	
„ 18 -	4 18	33	4 28	38	5	5 14	39	1	—	
„ 19 -	4 2	17	4 9	19	2	4 52	17	- - -	2	
„ 20 -	3 58	13	4 13	23	10	5 3	28	5	- - -	- - 5 minutes York ticket platform; signal on.
„ 21 -	3 52	7	4 9	19	12	4 55	20	1	—	
„ 22 -	4 15	30	4 25	35	5	5 8	33	- - -	4	
„ 23 -	4 12	27	4 26	36	9	5 6	31	- - -	5	
„ 24 -	3 45	- -	3 53	3	3	4 39	4	1	—	
„ 25 -	4 13	28	4 21	31	3	5 6	31	—	—	
„ 26 -	4 0	15	4 12	22	7	4 55	20	- - -	2	
„ 27 -	4 11	27	4 19	29	2	5 5	30	1	—	
„ 28 -	4 8	23	4 14	24	1	4 59	24	—	—	
„ 29 -	4 26	41	4 39	49	8	5 26	51	2	—	
„ 30 -	3 56	11	4 6	16	5	4 55	20	4	—	
„ 31 -	3 49	4	3 57	7	3	4 45	10	3	—	

DATE.	Midland: Arrival at Normanton. H. M.	Minutes late.	Departure for York. H. M.	Minutes late.	Time lost in Normanton.	Arrival in York. H. M.	Minutes late.	Time Lost on York and North Midland.	Time Gained on York and North Midland.	REMARKS.
					M.			M.	M.	
1853: November 1 -	3 58	13	4 7	17	4	4 54	9	- - -	8	
„ 2 -	4 0	15	4 12	22	7	4 56	21	- - -	1	
„ 3 -	7 45	240	7 58	248	8	9 2	267	19	- - -	- - 19 minutes detained through passenger train in front; Castleford to York.
„ 4 -	4 10	25	4 19	29	4	5 7	32	3	—	
„ 5 -	4 10	25	4 25	35	10	5 10	35	—	—	
„ 6 -	4 8	23	4 15	25	2	5 3	28	3	—	
„ 7 -	3 55	10	4 2	12	2	4 46	11	- - -	1	
„ 8 -	4 20	35	4 31	41	6	5 16	41	—	—	
„ 9 -	3 50	5	4 9	19	14	4 54	19	—	—	
„ 10 -	4 7	22	4 20	30	8	5 9	34	4	- - -	- - 4 minutes detained by goods train in front; Castleford to Milford.
„ 11 -	4 13	28	4 25	35	7	5 9	34	- - -	1	
„ 12 -	4 21	36	4 30	40	4	5 15	40	—	—	
„ 13 -	4 14	29	4 25	35	6	5 12	37	2	—	
„ 14 -	3 54	9	4 0	10	1	4 54	19	9	- - -	- - 10 minutes York ticket platform goods train in the station.
„ 15 -	4 27	42	4 39	49	7	5 27	52	3	—	
„ 16 -	4 10	25	4 20	30	5	5 17	42	12	- - -	- - 12 minutes detained by an engine broken at Milford Junction.
„ 17 -	4 43	58	4 57	67	9	6 2	87	20	- - -	- - 19 minutes detained by goods trains being in front.
„ 18 -	4 20	35	4 32	42	7	5 19	44	2	—	
„ 19 -	4 19	34	4 34	44	10	5 20	45	1	—	
„ 20 -	4 5	20	4 15	25	5	5 1	26	1	—	
„ 21 -	3 41	- - -	3 51	1	1	4 39	4	3	—	
„ 22 -	4 20	35	4 52	62	27	5 49	74	12	- - -	- - 20 minutes Normanton, waiting engine, and 12 minutes lost through fog.
„ 23 -	4 45	60	5 4	74	14	6 10	95	21	- - -	- - 16 minutes, engine being out of order.
„ 24 -	4 44	59	4 57	67	8	5 44	69	2	—	
„ 25 -	4 10	25	4 18	28	3	5 5	30	2	—	
„ 26 -	4 27	42	4 43	53	11	5 34	59	6	- - -	- - 6 minutes at Milford Junction waiting mail bags.
„ 27 -	4 18	33	4 29	39	6	5 22	47	8	- - -	- - 6 minutes at Milford Junction waiting mail bags.
„ 28 -	3 48	3	3 54	4	1	4 43	8	4	- - -	- - 3 minutes Ulleskelf taking up a passenger.
„ 29 -	4 4	19	4 20	30	11	5 3	28	- - -	2	
„ 30 -	3 59	14	4 10	20	6	4 55	20	—	—	

DECEMBER.

DATE.	Midland: Arrival at Normanton. H. M.	Minutes late.	Departure for York. H. M.	Minutes late.	Time lost in Normanton.	Arrival in York. H. M.	Minutes late.	Time Lost on York and North Midland.	Time Gained on York and North Midland.	REMARKS.
					M.			M.	M.	
1853: December 1 -	4 10	25	4 32	32	7	5 15	40	8	- -	- - 8 minutes detained by a goods train in front.
„ 2 -	4 8	23	4 19	29	6	5 5	30	1	—	
„ 3 -	4 31	46	4 43	53	7	5 34	59	6	- - -	5 minutes Milford, waiting mail bags.
„ 4 -	4 30	45	4 43	53	8	5 28	53	—	—	
„ 5 -	4 3	18	4 9	19	1	4 54	19	—	—	
„ 6 -	4 8	23	4 15	25	2	5 3	28	3	—	
„ 7 -	4 11	26	4 19	29	3	5 5	30	1	—	
„ 8 -	4 14	29	4 23	33	4	5 11	36	3	—	
„ 9 -	4 4	19	4 14	24	5	4 59	24	—	—	
„ 10 -	4 26	41	4 42	52	11	5 29	54	2	—	
„ 11 -	4 27	42	4 43	53	11	5 29	54	1	—	
„ 12 -	3 50	5	3 59	9	4	4 50	15	6	- - -	- - 5 minutes between ticket platform and station; engine short of steam.
„ 13 -	4 1	16	4 15	25	9	5 3	28	3	—	
„ 14 -	3 56	11	4 8	18	7	4 55	20	2	—	
„ 15 -	4 25	40	4 36	46	6	5 24	49	3	—	
„ 16 -	4 12	27	4 23	33	6	5 8	33	—	—	
„ 17 -	4 45	60	5 0	70	10	5 47	72	2	—	
„ 18 -	4 29	44	4 47	57	13	5 36	61	4	—	
„ 19 -	4 1	16	4 9	19	3	4 54	19	—	—	
„ 20 -	4 32	47	4 48	58	11	5 54	79	21	- - -	- - 17 minutes detained at Whitwood Junction; a goods engine broken down; 6 minutes Milford, waiting mail bags.
„ 21 -	4 27	42	4 40	50	8	5 27	52	2	—	
„ 22 -	4 35	50	4 48	58	8	5 40	65	7	- - -	- - 7 minutes detained by a goods train in front.
„ 23 -	4 37	42	4 46	56	14	5 32	57	1	—	
„ 24 -	5 5	80	5 21	91	11	6 7	92	1	—	
„ 25 -	4 48	63	5 7	77	14	5 55	80	3	—	
„ 26 -	3 44	- -	3 53	3	3	4 40	5	2	—	
„ 27 -	4 8	23	4 19	29	1	5 7	32	3	—	
„ 28 -	4 30	45	4 40	50	5	6 3	78	28	- - -	- - 24 minutes at Holgate Bridge; two trains in front.
„ 29 -	4 42	57	4 53	63	7	5 43	71	8	- - -	8 minutes; rails slippery.
„ 30 -	8 20	275	8 28	278	3	9 13	278	—	—	
„ 31 -	4 30	45	4 42	52	7	5 47	72	20	- - -	- - 20 minutes at Holgate; an engine off the line.

Appendix, No 13.

CORRESPONDENCE between the Post Office and the Great Western Railway Company, relative to the Acceleration of the Night Mail.

No. 1.

Mr. *Wedderburn* to Mr. *Saunders*.

Sir, General Post-Office, 20 January 1854.

I beg leave to state that the Postmaster-general has it in contemplation to accelerate the rate of speed of the night mail trains between London and Plymouth; and for your information and guidance I enclose a time bill, showing the present and proposed working, upon which I have to request you will favour me with your observations.

I am, &c.

C. A. Saunders, Esq. (signed) *W. T. Wedderburn.*

NIGHT MAIL.

General Post Office; *Charles John* Viscount *Canning*, Her Majesty's Postmaster-General.

London, Exeter and Devonport Time Bill.

Contractors' Names.	M. F. Yds.	Time Allowed. H. M.	Proposed Time. H. M.		Proper Time. H. M. P. M.	Proposed Time. H. M. P. M.	Actual Time. H. M.	Cause of Delay.
				Despatched from the General Post-office, the of 185 , at by Time-piece at by Clock.	8 0	8 0		
				With a Time-piece safe, No. to				
Abbott - - -	4 0 0	0 35	- -	Arrived at the Railway Station, Paddington, at -	8 35	8 35		
		0 20	- -	Twenty Minutes allowed Off at -	8 55	8 55		
	13 0 140	0 25	0 22	Arrived at West Drayton, at - - - - -	9 20	9 17		
	5 0 105	0 10	0 9	Arrived at Slough, at - - - - -	9 30	9 26		
	4 3 125	0 12	0 7	Arrived at Maidenhead, at - - - -	9 42	9 33		
Great Western Railway.	13 0 170	0 28	0 23	Arrived at Reading, at - - - - -	10 10	9 56		
	11 5 55	0 25	– –	Arrived at Wallingford Road, at - - -	10 35	—		
C. A. Saunders, Esq., Paddington.	5 4 40	0 15	0 30	Arrived at Didcot, at - - - - -	10 50	10 26		
		0 4	– –	Arrived at Steventon, at - - - -	10 54	—		
	10 5 55	0 18	0 18	Arrived at Farringdon Road, at - - -	11 12	10 44		
M. F. Yds.	13 3 25	0 28	0 21	Arrived at Swindon, at - - - - -	11 40	11 5		
118 0 80		0 10	0 10	Ten Minutes allowed Off at -	11 50	11 15		
	16 4 210	0 30	0 23	Arrived at Chippenham, at - - - -	12 20	11 38		
	13 0 130	0 30	0 32	Arrived at Bath, at - - - - -	12 50	12 10		
	11 3 125	0 25	0 20	Arrived at the Great Western Station, Bristol, at	1 15	12 30		
			3 35					
		0 10	0 10	Ten Minutes allowed.				
				Off from Exeter Station, Bristol, at - - -	1 25	12 40		
		0 45	– –	Arrived at Weston Junction, at - - -	2 10	—		
	33 2 40	0 25	0 45	Arrived at Bridgewater, at - - - -	2 35	1 25		
Bristol and Exeter.	11 3 150	0 25	0 20	Arrived at Taunton, at - - - - -	3 0	1 45		
J. B. Badham, Esq., Bristol.	7 1 20	0 15	– –	Arrived at Wellington, at - - - -	3 15	—		
	8 6 190	0 20	0 25	Arrived at Tiverton Station, at - - -	3 35	2 10		
M. F. Yds.	2 2 100	0 5	– –	Arrived at Collumpton, at - - - -	3 40	—		
75 5 210	12 5 150	0 25	0 25	Arrived at the Railway Station, Exeter, at -	4 5	2 35		
			1 55					
		0 5	0 5	Five Minutes allowed. Off at -	4 10	2 40		
	8 4 120	0 15	0 16	Arrived at Starcross, at - - - - -	4 25	2 56		
	3 5 145	0 9	0 10	Arrived at Dawlish, at - - - - -	4 34	3 6		
	2 6 75	0 9	0 9	Arrived at Teignmouth, at - - - -	4 43	3 15		
South Devon Railway.	5 0 160	0 14	0 10	Arrived at Newton Junction, at - - -	4 57	3 25		
	8 6 60	0 23	0 23	Arrived at Totness, at - - - - -	5 20	3 48		
W. Carr, Esq., Plymouth.			0 20	Arrived at Kingsbridge Road, at - - -	- -	4 8		
	12 2 95	0 30	– –	Arrived at Ivy Bridge, at - - - -	5 50	—		
M. F. Yds.	6 6 85	0 17	– –	Arrived at Plympton, at - - - -	6 7	—		
52 7 100	2 2 80	0 18	0 32	Laira. Arrived at Plymouth, at - - - -	6 25	4 40		
		0 5	2 0	Five Minutes allowed. Off at -	6 30	—		
	1 7 0	0 15		Arrived at the Post-office, Devonport, the of 185 , at by Time-piece at by Clock.	6 45	5 0		
				Delivered the Time-piece safe, No. to	A.M.	A.M.		
	252 4 170	10 45						

By Command of the Postmaster-General,
W. T. Wedderburn, Surveyor and Superintendent.

NIGHT MAIL.

GENERAL POST-OFFICE: *Charles John* Viscount *Canning*, Her Majesty's Postmaster-General.

Devonport, Exeter, and London Time Bill.

Contractors' Names.	M. F. Yds.	Time Allowed. H. M.	Proposed Time. H. M.		Proper Time. H. M.	Proposed Time. H. M.	Actual Time. H. M.	Cause of Delay.
				Despatched from the Post-office, Devonport, the of 185 , at by Time-piece at by Clock With a Time-piece safe No. to	P. M. 6 5	P. M. 7 50		
	1 7 0	0 15	- -	Arrived at Plymouth, at - - - -	6 20	8 5		
		0 5	- -	Five Minutes allowed. Off at -	6 25	8 10		
	2 4 160			Laira.				
	2 2 80	0 16	- -	Arrived at Plympton, at - - - -	6 41	—		
	6 6 85	0 22	- -	Arrived at Ivy Bridge, at - - - -	7 3	—		
South Devon Railway.	- - -	0 7	0 30	Arrived at Kingsbridge Road - - - -	7 10	8 40		
W. Carr, Esq., Plymouth.	12 2 95	0 15	0 20	Arrived at Totness, at - - - - -	7 25	9 0		
M. F. Yds. 52 7 100	8 6 60	0 30	0 32	Arrived at Newton Junction, at - - -	7 55	9 32		
	5 0 160	0 12	0 10	Arrived at Teignmouth, at - - - -	8 7	9 42		
	2 6 75	0 10	0 10	Arrived at Dawlish, at - - - - -	8 17	9 52		
	3 5 145	0 10	0 10	Arrived at Starcross, at - - - - -	8 27	10 2		
	8 4 120	0 23	0 18	Arrived at the Railway Station, Exeter, at -	8 50	10 20		
			2 10					
		0 10	0 10	Ten Minutes allowed. Off at -	9 0	10 30		
	12 5 150	0 22	— —	Arrived at Collumpton, at - - - -	9 22	—		
	2 2 100	0 4	0 22	Arrived at Tiverton Station, at - - -	9 26	10 52		
Bristol and Exeter.	8 6 190	0 22	— —	Arrived at Wellington, at - - - -	9 48	—		
J. B. Badham, Esq., Bristol.	7 1 20	0 17	0 25	Arrived at Taunton, at - - - - -	10 5	11 17		
M. F. Yds. 75 5 210	11 3 150	0 25	0 18	Arrived at Bridgewater, at - - - -	10 30	11 35		
	- - -	0 25	0 20	Arrived at Weston Junction, at - - -	10 55	11 55		
	33 2 40	0 45	0 30	Arrived at the Exeter Railway Station, Bristol, at	11 40	12 25		
			1 55					
		0 10	0 10	Ten Minutes allowed.				
				Off from Great Western Station, at - -	11 50	12 35		
	11 3 125	0 20	0 17	Arrived at Bath, at - - - - -	12 10	12 52		
	13 0 130	0 30	0 21	Arrived at Chippenham, at - - - -	12 40	1 13		
	16 4 210	0 35	0 30	Arrived at Swindon, at - - - - -	1 15	1 43		
		0 10	0 10	Ten Minutes allowed. Off at -	1 25	1 53		
Great Western Railway.	13 3 25	0 25	0 21	Arrived at Farringdon Road, at - - -	1 50	2 14		
	- - -	0 18	— —	Arrived at Steventon, at - - - - -	2 8	—		
C. A. Saunders, Esq., Paddington.	10 5 55	0 6	0 18	Arrived at Didcot, at - - - - -	2 14	2 32		
M. F. Yds. 118 0 80	5 4 40	0 17	— —	Arrived at Wallingford, at - - - -	2 31	—		
	11 5 55	0 24	0 26	Arrived at Reading, at - - - - -	2 55	2 58		
	13 0 170	0 30	0 24	Arrived at Maidenhead, at - - - -	3 25	3 22		
	4 3 125	0 10	0 8	Arrived at Slough, at - - - - -	3 35	3 30		
	5 0 105	0 12	0 10	Arrived at West Drayton, at - - - -	3 47	3 40		
	13 0 140	0 28	0 30	Arrived at the Railway Station, Paddington, at	4 15	4 10		
			3 35					
		0 10		Ten Minutes allowed	4 25			
Abbott - - -	4 0 0	0 35		Arrived at the General Post-office, the of 185 , at by Time-piece at by Clock Delivered the Time-piece safe No. to	A. M. 5 0	A. M. 4 55		
	252 4 170	10 55						

By Command of the Postmaster-General,
W. T. Wedderburn, Surveyor and Superintendent.

No. 2.

No. 2.

Mr. *Wedderburn* to Mr. *Saunders.*

Sir, General Post-Office, 30 January 1854.

With reference to my letter of the 20th instant, respecting the proposed acceleration of the night mail between London and Plymouth, I have been directed to inform you, that in carrying out the proposed arrangement, the Postmaster-general was desirous of framing such a time bill for the accelerated mail, as would meet with the concurrence of the respective companies; but unless you can favour me with an early reply, his Lordship will be reluctantly compelled to serve notices for the performance of the altered services at the hours named in the time bills, which have been proposed by the Post-office,

I am, &c.

C. A. Saunders, Esq. (signed) *W. T. Wedderburn.*

No. 3.

Mr. *Saunders* to Mr. *Wedderburn.*

Sir, Great Western Railway, London, 31 January 1854.

Your letter to me, dated 20th instant, was duly laid before my Board of Directors, and instructions given to obtain a report from the locomotive superintendent, as to the practicability of keeping the time proposed by the Postmaster-general for the night mail service on this line.

That report can only be submitted to the Board at their next meeting, which will be held on Thursday next, when I shall have the honour to communicate to you their sentiments.

I take the liberty of adding, that the distances given in your printed bill in furlongs and yards, do not correctly describe the whole distance run.

I remain, &c.

(signed) *C. Saunders,*

W. T. Wedderburn, Esq. Secretary.

No. 4.

Mr. *Saunders* to Mr. *Wedderburn.*

Sir, Great Western Railway, 3 February 1854.

The Directors of this Company have now had under their consideration the proposed time table (received in your letter of the 20th ultimo) for the accelerated night mail trains, with the report and opinions of their officers upon it; and the subject has received very deliberate attention from the Board.

They desire me to assure the Postmaster-general that it is their earnest desire to carry out the business of his department with all practicable despatch and punctuality, as far as may be quite consistent with safety to the public committed to their charge, and with due consideration to the performance of other obligations imposed upon the Company, in providing for the commercial objects of the undertaking.

It is with regret the Directors are constrained to report to you, that the time table received by this Company cannot be adopted without grave responsibility on their part as to safety of the trains, or with the slightest hope of keeping the appointed time with punctuality.

With reference to the suggestions embraced in the table, it is material to remark, that it is an attempt to combine express speeds with stopping trains, which practically involves a contradiction of terms, and is chimerical.

It is well established, that unless the trains shall have clear through runs, ranging from 35 to 50 miles, without either check or stoppage in the intervening distance, no such speed can be attained, even with a limited number of carriages, and during the day time, as that proposed by the Postmaster-general for the night service between Bristol and Paddington.

But even if the stoppages between London and Bristol were limited to four or five in number, instead of 10 or 11 stoppages, it would not be safe to attempt to run trains at such high speeds during the night, at which time the substantial repairs and renewals of the permanent way are obliged to be effected, and while of necessity also the slow and heavy trains of merchandise and cattle traffic, for which the Company are bound to provide conveyance, are carried over the line, in a manner calculated to insure the greatest facilities with the least possible risk of collision with fast trains.

The Postmaster-general is no doubt already aware of the great difficulties attendant upon the punctual conveyance of the night mail trains under all the vicissitudes of weather,

Appendix, No. 13.

and varying circumstances of the traffic of the railway, even at the present appointed times; and if, superadded to such difficulties, serious danger is to ensue in the performance of accelerated mail service at night, the Directors must strongly protest against the responsibility of encountering it, while they also represent that it will be quite impracticable to keep the time prescribed with any hope of punctuality.

I remain, &c.

W. T. Wedderburn, Esq. (signed) *C. Saunders*, Secretary.

No. 5.

Mr. *Rowland Hill* to Captain *Simmons*, R. E.

Sir, General Post-Office, 11 March 1854.

I AM commanded by the Postmaster-general to request that you will lay before the Railway Commissioners the enclosed copies of a correspondence which has recently taken place between this department and the Great Western, the Bristol and Exeter, and the South Devon Railway Companies, relative to a proposed acceleration of the night mail train between London, Bristol, Exeter, and Plymouth.

The objects of this measure are not only to afford the advantages of an earlier arrival and later despatch of the West of England correspondence, but to enable the Postmaster-general to dispense with the branch mail train between Swindon and Gloucester (for which a large payment is made), and at the same time to comply with the wishes which have been strongly expressed by the inhabitants of Bristol to have their night mail letters to and from South Wales transmitted by railway through Gloucester instead of across the Aust Ferry. As all these advantages would be derived from the proposed acceleration of the night mail train to and from Plymouth, it is important to take every possible means of effecting this acceleration.

A copy of the enclosed time bill was forwarded to each of the railway companies concerned, with the view of admitting of any slight alterations in the intermediate working which they might suggest, before serving the legal notices. But in taking this course the Postmaster-general did not contemplate any objections to the general rate of speed, which was calculated at a rate within that of the express trains, and which, therefore, his Lordship is entitled, under the Act 1 & 2 Vict. c. 98, to demand for the trains by which the mails are conveyed.

You will observe, however, from the replies of the respective companies, that obstacles are raised by each to the proposed arrangement; but as Mr. Saunders, of the Great Western Railway, enters more into detail as to the grounds of objection than the secretaries of the other companies, his Lordship requests the attention of the Commissioners principally to his letter.

Mr. Saunders remarks, in the first place, that the Post-office attempts to combine express speed with stopping trains, and that unless the trains have a clear run of from 35 to 50 miles, the express speed cannot be attained. It is obvious, however, that this objection will not apply; as, although the stoppages required by the time bill exceed those of the express train by five on the down and four on the up journey between London and Bristol, a full allowance has been made for the extra stoppages, by giving 30 minutes more time in each direction.

It is alleged next, that the required speed, even if it could be attained, would be inconsistent with safety for a train travelling during the night. His Lordship finds, however, that the companies run an express train from London to Exeter, leaving London at 4.50 p.m., and reaching Exeter at 9.55 p.m., which consequently travels over some portion of the line in the dark, throughout the whole year, and during the winter months performs almost the whole journey after daylight.

His Lordship cannot therefore attach any great importance to this objection, as it would apply to a train which the company have run for their own purposes for many years.

Upon the whole, it appears to his Lordship that the difficulties alleged by the companies to exist are not of such a nature as to render it impossible to carry out the acceleration; and although his Lordship is not prepared to serve legal notices without further consideration, he is desirous, before deciding upon withholding from the public the important benefits which would be derived from this measure, of taking steps for ascertaining whether the speed required is really greater than can be attained, or than a due regard to security will permit, and he requests that the Railway Commissioners will favour him with their opinion upon the subject.

I am, &c.

Captain Simmons, R.E., (signed) *Rowland Hill.*
Railway Department, Board of Trade.

No. 6

No. 6.

Captain *Galton*, R.E., to Mr. *Rowland Hill*.

Railway Department, Board of Trade,
Sir, Whitehall, 24 March 1854.

I HAVE been directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 12th instant, enclosing copies of a correspondence which has taken place between the Postmaster-general and the Great Western, the Bristol and Exeter, and the South Devon Railway Companies, relative to a proposed acceleration of the mail trains between London, Bristol, Exeter, and Plymouth, and requesting my Lords' opinion as to whether the speed required by the proposed acceleration is greater than a due regard to security will permit.

My Lords having carefully considered the question raised by your letter, direct me to make the following observations.

It would appear that the time for running the mail train between Paddington and Plymouth is proposed to be reduced from 9h. 30m. to 7h. 45m., viz. 1h. 45m., and that this reduction will be divided as follows, viz., 45 minutes on the Great Western Railway, 45 minutes on the Bristol and Exeter Railway, and 15 minutes on the South Devon Railway, the intermediate stoppages being reduced from 24 to 20.

In order to estimate the speed at which the train must travel to accomplish the journey in the time specified, it is necessary to deduct the time allowed at certain principal stations, as well as a portion of time for each stoppage.

This latter portion of time is made up, 1stly, of the time consumed in arresting the progress of the train; 2dly, of the time during which the train is actually at rest at the platform; and 3dly, of the time consumed in acquiring the speed at which it was previously travelling. The first and third of these portions of time will vary with the speed at which the train is travelling; and at a speed of between 40 and 50 miles an hour, it can scarcely be assumed that less than six minutes will be consumed at each stoppage; upon this assumption the speed at which the mail train would be required to travel under the proposed accelerated arrangements would be at least 46 miles per hour.

It does not appear to my Lords that there would be any impossibility in ensuring this amount of speed, provided the road and the train were in good order; but inasmuch as the officers of the companies, upon whom would devolve the duty of making arrangements for the safe working of the trains, are unwilling to undertake the responsibility of running the trains at the proposed speed, for reasons which are based upon the system under which the lines are worked and repaired, my Lords are not prepared to recommend that the acceleration, as proposed, should be carried into effect.

My Lords would suggest, however, that, inasmuch as the number of stoppages is a serious impediment to the acceleration, it may be deserving of consideration whether arrangements could not be made for diminishing the number of stoppages without impairing the efficiency of the trains.

I am, &c.
(signed) *Douglas Galton*,
Captain, Royal Engineers.

Rowland Hill, Esq.

No. 7.

Mr. *Rowland Hill* to Captain *Galton*.

Sir, General Post-Office, 17 April 1854.

I AM directed by the Postmaster-general to acknowledge the receipt of your letter of the 24th ultimo, in which you inform me that, on a careful consideration of the subject, the Lords of the Committee of the Privy Council for Trade are not prepared to recommend the Postmaster-general to carry out the acceleration of speed of the night mail train between London and Plymouth, explained in my letter to Captain Simmons of the 11th ultimo.

Adverting to the final paragraph of your letter, in which you mention that the number of stoppages is a serious impediment to the proposed acceleration, and suggesting for consideration whether arrangements may not be made for diminishing the number of stoppages without impairing the efficiency of the trains, I am desired by the Postmaster-general to acquaint you that, acting on this suggestion, and confining attention at present to the line from London to Bristol only, his Lordship has come to the conclusion that two out of the proposed nine intermediate stoppages between London and Bristol may, without any material inconvenience to the service, be avoided; viz. West Drayton and Maidenhead.

His Lordship directs me to request that you will have the goodness to bring the subject again under the consideration of the Lords of the Committee of Privy Council for Trade,

Appendix, No. 13.

and that you will inform me whether, under these altered circumstances, their Lordships are still of opinion that the proposed acceleration between London and Bristol ought not to be insisted on by the Post-office.

His Lordship postpones, for subsequent consideration, the question of accelerating the present speed of the night mail between Bristol and Plymouth.

I am, &c.
(signed) *Rowland Hill.*

Captain Galton, R.E.,
Railway Department, Board of Trade.

No. 8.

Captain *Galton* to Mr. *Rowland Hill.*

Railway Department, Board of Trade,
Sir, Whitehall, 24 April 1854.

I HAVE been directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 17th instant, upon the subject of the proposed acceleration of the mail trains between London and Plymouth, from which it would appear that the Postmaster-general is desirous at present of confining the proposed acceleration to the line between Paddington and Bristol, and that the time to be allowed for performing this distance, viz. 118 miles, is 3 hours and 35 minutes, including seven intermediate stoppages.

My Lords direct me to make the following observations thereon, viz.: on comparing the times allowed for running this train with that which was allowed for running the down express train, timed to leave Paddington at 4. 50 during the month of January last, when that train must have run entirely after dark; it would appear that the express train was timed to travel between Paddington and Bristol in three hours and five minutes, and that 20 minutes are set down in the time table as time to be consumed at certain stations; if, in addition to this time, one minute be allowed for the time during which the train would be at rest at each other station, and five minutes for time lost in stopping and starting at each of the stations (of which there are five), it would appear that the train was timed to traverse the above distance in 2 hours and 17 minutes, and must therefore have travelled when on the journey at a speed of 51. 6 miles per hour.

The mail train is proposed to be run in 3 hours and 35 minutes; the time mentioned in the time-bill for stopping on the road is 10 minutes at one station, and allowing as much as three minutes stoppage at each other station, and five minutes as the time lost in stopping and starting the train at each stoppage, it would appear that the time for performing the journey would be 2 hours and 32 minutes, and that the train would be required to travel between the stations at a speed of 45 miles per hour.

The objections which were urged by the Great Western Railway Company against the proposed acceleration of the train were based partly upon the inconvenience and danger which it would cause, owing to the train being worked at night, and partly upon its interference with goods trains and the repairs of the road.

It would, however, appear that the Company are running trains after dark at a speed greater than is required by the proposed arrangement for the mail train, and on examining the goods time table of the Company for April, it does not appear that the proposed hour of running the mail train would cause much, if any more, interference with the goods trains than is the case under the present arrangement.

As regards the repairs of the roads, it is not apparent that they would interfere with the proposed train more than they do with the existing train.

Upon a consideration of all the circumstances, it does not appear to my Lords that the safety of the trains would be endangered by the proposed acceleration, but my Lords would point out that, as the responsibility of working must rest with the officers of the Great Western Railway Company, their concurrence in the arrangements is of the first importance.

I am, &c.
(signed) *Douglas Galton,*
Captain, Royal Engineers.

Rowland Hill, Esq.

No. 9.

Mr. *Wedderburn* to Mr. *Saunders.*

Sir, General Post-Office, 4 May 1854.

WITH reference to my previous communication of the 20th January last, on the subject of the proposed acceleration of the night mail train between London and Plymouth, I am directed by his Lordship the Postmaster-general to inform you, that he is desirous of confining such acceleration for the present to the line between Paddington and Bristol, and that the time to be allowed for performing the distance, viz. 118 miles, is 3 hours and 35 minutes, inclusive of seven intermediate stoppages.

In

In making this communication to you, I am instructed to remark that upon comparing this time with the time which was allowed for running the down express train, leaving Paddington at 4. 50., during the month of January last, a period of the year when the train must have run entirely after dark, it would appear that the express train was timed to run between Paddington and Bristol in three hours and five minutes, and that 20 minutes are set down in the time table as time to be consumed at certain intermediate stations; now, if in addition to this time, an allowance of one minute be made for the time during which the train would be at rest at each other station, and a further allowance of five minutes be made for time lost in stopping and starting at each of the stations (of which there are five), it would appear that this train was timed to traverse the above distance in 2 hours and 17 minutes, and that it must have travelled consequently, when upon the journey, at a speed of 51 miles 6 furlongs per hour.

The time which his Lordship proposes for the running of the mail train over this part of the line is 3 hours and 35 minutes, the time allowed in the time bill for stoppages on the road at one of the stations is 10 minutes, and if an allowance of as much as three minutes for stoppage at each of the other stations be made, and five minutes for the time lost in stopping and starting the train at each stoppage, it would appear that the actual time allowed for performing this part of the journey would be 2 hours and 32 minutes, and that the train would be required to travel consequently, between the stations, at a speed of 45 miles per hour. You will be good enough to remember that the objections which were urged by yourself, on the part of the Great Western Railway Company, against the proposed acceleration of the mail train, were based partly upon the inconvenience and danger which it would cause, from the circumstance of the train being worked at night, and partly upon the interference it would occasion to the working of the goods trains, and to the repairs of the road.

With reference to these objections, I am directed to remark that the Company are now running trains after dark, at a speed greater than that required by the proposed arrangement for the mail train, and that, upon an examination of the goods time table of the Company for April, it does not appear that the proposed hour of running the mail train would cause much, if more interference with the goods trains than is caused by the present arrangement; and that as respects the repairs of the road, it is not apparent that the proposed train would interfere with them more than the existing train interferes with them. I am directed to state, therefore, that it does not appear to his Lordship the Postmaster-general, upon a consideration of all the circumstances of the case, that the safety of the trains would be endangered by the proposed acceleration; and I have to add, that his Lordship is very desirous to have the concurrence of your Company in the arrangement which he now proposes.

I am, &c.

C. A. Saunders, Esq. (signed) *W. T. Wedderburn.*

No. 10.

Mr. *Wedderburn* to Mr. *Saunders.*

Sir, General Post-Office, 23 May 1854.

I AM directed by his Lordship the Postmaster-general to call your attention to my letter of the 4th instant, submitting a proposal for accelerating the mail trains between Paddington and Bristol, and to request from you the favour of an early reply.

I am, &c.

C. A. Saunders, Esq. (signed) *W. T. Wedderburn.*

No. 11.

Mr. *Saunders* to Mr. *Wedderburn.*

Great Western Railway, London Terminus,

Sir, Paddington, 23 May 1854.

I MUST request the favour of your explaining to the Postmaster-general that your letter to me, of the 4th instant, has been brought under consideration of the Board, who have given some instructions, but are not yet prepared to give a definite answer on the subject.

The Board meets on Thursday, and I shall hope to transmit their reply to you on the following day.

I remain, &c.

W. T. Wedderburn, Esq. (signed) *Charles A. Saunders,*
General Post-Office. Secretary.

Appendix, No. 13.

No. 12.

Mr. *Saunders* to Mr. *Wedderburn*.

Great Western Railway, London,
27 May 1854.

Sir,

Referring you to my former letters, in acknowledgment of your communication of the 4th instant, I am now instructed to acquaint you that the Board have again given very deliberate consideration to the suggestion made on behalf of the Postmaster-general, that the mail trains on the Great Western Railway should become express trains, running during the night at a speed calculated, in your letter, at 45 miles per hour.

It is with much regret the Directors come to the conclusion that it is neither practicable to carry on that service in the manner suggested, with punctuality or with safety, and that it would be quite inconsistent, therefore, with their duty and responsibility to the public to undertake it.

I am desired to remark, that many of the observations and arguments in your letter of the 4th instant, seem to them fallacious; and they certainly fail to bring conviction to their minds that the night mails can be reasonably expected to be so conveyed as a permanent service, either with precision of arrival or with any regard to the general convenience and accommodation of railway traffic; nor that it can be attempted without involving serious risk to the public.

Without dwelling on the point, I must mention that, in calculating the running time of express trains, you have mistaken the fixed time of certain stoppages of the day express train, when stating them at 20 minutes, inasmuch as they are, in fact, only 13 minutes, as applicable to the main line; while, on the other hand, in the proposed time table for the night mails, you have forgotten to allow a deduction of five minutes for the starting from Paddington and the arrival at Bristol (or *vice versâ*), while you admit five minutes to be lost in starting from, or stopping at, every intermediate station. It would not be at all difficult to prove that the proposed service involves a running speed, during the night, of 50 miles per hour, and, consequently, on many portions of the line at a rate exceeding that average speed.

But the Directors must remind the Postmaster-general that he has failed to show, in the comparison made with the other express trains of this Company, that the night mail trains are composed, or can, consistently with the public requirements, be reduced to the same number of carriages, or the same weight as the express trains, so as to admit of being worked at the same high speeds.

The express trains, for instance, average six carriages on the journey, while the mail trains comprise 11 carriages, with the Post-office and parcel vans, &c. If it happens that seven or eight carriages, instead of six, are required for an express train, it is retarded; and, under disadvantageous circumstances of weather, with longer stoppages at stations in proportion to the increased traffic, the train becomes necessarily late. How then can two trains so dissimilar in description and extent, irrespectively of other considerations, be compared to prove by the speed of the one the practicability of attaining the same speed with the other?

But in other respects the distinction or contrast will appear still more conspicuous. It must be well known to the Postmaster-general, and can be attested by the experience of almost every Post-office guard travelling with railway trains, that the alternations of season and state of the weather seriously affect the condition of the rails during the hours of the night, in a degree rarely known to exist during the day time.

The heavy fogs or the frosts and gales of wind which prevail during several months of the year between those hours (viz. nine o'clock at night and four o'clock in the morning) proposed for the occupation of the main line of the Great Western Railway by express trains, invariably affect the rails, and must continue to do so, so as to subject both the mail trains and the goods trains, travelling during the night, to occasional delay and uncertainty, from their slippery condition and the want of adhesion to them. At a moderate and practicable rate of speed, the loss of time on one part of the line from such causes may be, and frequently is, recovered over another portion of the line during the journey. But at all events no such result could be anticipated or even permitted with trains professing to travel at 45 to 50 miles per hour, if even it were practicable.

Much and recent correspondence with your department must have satisfactorily established that it is with the greatest difficulty, under all circumstances and disadvantages in running trains during the night, that punctuality can be attained even with the present rate of speed with the night mails. Indeed it is evident that precision or punctuality of arrival is an impossibility with trains fixed at one and the same time for all seasons of the year, during which so many vicissitudes of weather materially affect the running powers of trains.

It must be remembered that the night mails have to provide for other sources of traffic besides the conveyance of mail bags; and if it were not so, the cost to the Government must be greatly enhanced, while the public accommodation becomes considerably diminished. In all arbitrations to fix compensation, the Post-office arbitrator has claimed deductions from the expense, in proportion to the income derived in respect of the mail train from other descriptions of traffic. As the Directors must decline to assume any responsibility if the attempt is to be made to convert the mails into express trains, it will be a question for the Postmaster-general alone to determine, whether he requires a special engine to be employed exclusively for that service.

The

The running of the goods and mineral trains during the night, is essential for the business of the Company. The repairs and maintenance of the railway and works are equally necessary, and cannot be dispensed with. The Directors can only, therefore, repeat that, in their deliberate opinion, with every desire to meet the wishes of the Postmaster-general, it is neither practicable nor safe to carry on the service of the mails in the manner suggested; that they cannot pretend to insure ordinary punctuality for the train if such speed is required; and that in the event of accidents or delays which may arise to the traffic of the railway from causes uncontrollable by them, with the utmost vigilance and exertion to avoid them, the Post-office department must be prepared to assume all the responsibility, if they shall decide to require express speed for the conveyance of the mail bags during the night.

I remain, &c.

(signed) *Charles Saunders*, Secretary.

W. T. Wedderburn, Esq.

No. 13.

Mr. *Wedderburn* to Mr. *Saunders.*

Sir, General Post-Office, 5 June 1854.

In acknowledging the receipt of your letter of the 27th ultimo, I am instructed by the Postmaster-general to express regret that your Company should still decline to concur in the proposed acceleration of the night mail train.

The arguments contained in my communication to you of the 4th ultimo were based upon a letter from the Lords of the Committee of Privy Council for Trade, whom the Postmaster-general thought it right to consult upon this subject; and in that letter it is stated, that upon consideration of all the circumstances of the case, it does not appear to my Lords that the safety of the trains would be endangered by the proposed acceleration.

Under these circumstances, the Postmaster-general trusts that the Company will not object to an acceleration, which, while it is important to the interests of the public, is within the limits of speed which his Lordship is legally entitled to demand.

I am, &c.

C. A. Saunders, Esq. (signed) *W. Wedderburn.*

No. 14.

Mr. *Saunders* to Mr. *Wedderburn.*

Great Western Railway, London Terminus,
Paddington, 10 June 1854.

Sir,

I have availed myself of the earliest meeting of the Board to submit to them your letter of the 5th instant in reply to mine, dated the 27th ultimo.

The Directors have thought it quite due to the Board of Trade, and have not, therefore, failed to give consideration to the fact represented by you, that it was upon the calculations and statements of that Department, whom the Postmaster-general had consulted, that your former arguments had been based, and that the Lords of the Privy Council for Trade have expressed their opinion that the safety of the trains running at night at the highest express speed would not be endangered by the circumstances adverted to in the previous communication from this Board.

The Directors remark also from your letter, that the Postmaster-general considers himself legally entitled to demand such rate of speed for the night mail trains, notwithstanding the deliberate opinion of themselves and their officers that it would be unsafe to attempt it.

Upon another and a careful re-examination of all the facts, my Board must decline to assume the responsibility; and if the law requires it, and the Government will enforce the acceleration upon their own views, in direct opposition to those of the parties responsible for the management and safety of the line, the Directors will have no alternative but to conform to the requirements of the Legislature, recording this protest against any attempt to run night trains at a speed of 50 miles an hour, while ballasting and substantial repairs of the permanent way are in active progress, and heavy goods and mineral trains are performing their journies at very moderate speed.

The Directors perceive that you have not adverted to the fact mentioned in my letter, that it is not within the power of the Company to run a train for mixed purposes of passengers and parcels as well as mails, owing to the weight of the train itself, and that consequently any attempt to attain the speed would be abortive, unless they are separated from the service of the mail bags and despatches.

Nor have you referred to the unavoidable consequence of great unpunctuality in the performance of the service, arising from causes over which no control can be exercised by the Company.

The Directors desire me to recall these matters to the attention of the Postmaster-general, and they beg to assure him that it is from no disinclination to meet any reasonable wishes

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of his Lordship, but from a sense of anxiety for the safety of the traffic, they decline to assume the responsibility of appointing night trains to run at 50 miles an hour.

I am, &c.

(signed) *Chas. A. Saunders*,
Secretary.

W. T. Wedderburn, Esq.
General Post-Office.

No. 15.

Mr. *Wedderburn* to Mr. *Saunders*.

Sir, General Post-Office, 21 June 1854.

Referring to your letter of the 10th instant, I am again instructed by the Postmaster-general to express regret that your Company adhere to their objections to the proposed acceleration of the night mail trains.

His Lordship is unwilling to enforce his legal right to require this acceleration against the consent of the Company, and is desirous of making a further attempt to obtain their concurrence.

I am directed therefore to request that you will inform me, with reference to your statement, that the necessary speed cannot be maintained by a train conveying passengers and parcels as well as mails, whether your Company are prepared to undertake the acceleration by a train devoted exclusively to the Post-office; and if so, at what rate of payment they will afford the department such a train. Should your Company concur in this new proposition, and be willing to accept a fair rate of payment for the service, I am directed to state, that it may be found desirable to employ a travelling post-office between London and Bristol; and I beg, therefore, that you will also inform me, what rate of payment your Company would demand, if a small travelling post-office were established in connexion with such a train.

It will be desirable, however, that your demand for a service with a travelling post-office should be stated separately from that for a service without a travelling post-office.

In conclusion, and with reference to your calculations as to the effect of the proposed acceleration, I am directed to point out to your Company, that the speed of the train, as it was stated by you, viz. 50 miles an hour, is greater than that at which it is estimated by the Board of Trade; and I am instructed to request, that you will explain in what manner your estimate is formed.

I am, &c.

C. A. Saunders, Esq. (signed) *W. T. Wedderburn.*

CORRESPONDENCE with the York, Newcastle, and Berwick Company, arising out of Mr. *Hill*'s Circular to Railway Companies.

Sir, General Post-Office, 25 January 1854.

I am directed by the Postmaster-general to request the attention of the Directors of your company to the serious and long-continued irregularity in the mail trains between London and the North. In doing so, I must premise that as this letter, with the exception of the subjoined special statement, will be addressed to the companies generally, some parts of it may have no direct reference to your particular railway. It will be best, however, that each body of Directors should be put in possession of the whole case, though the Postmaster-general distinctly recognises the limitation of each company's responsibility to the conveyance of the mails over its own line within the prescribed time, and does not expect that one company should make up for the time lost by another.

Directing attention at present only to the night mail trains, as those most urgently requiring correction, it appears that in the month of November (taken as comparatively free from special causes of interruption), the time actually occupied on your line exceeded that allowed for the service to the extent shown by the enclosed statement.

It will be easily understood that want of punctuality in a mail train not only causes a corresponding retardation in the delivery of the letters on the main line, but also, by dislocating the arrangements for branch mails, produces an amount of derangement and inconvenience extending throughout the whole ramification of the service.

In many of the complaints which have naturally arisen from this state of things, the evil has been erroneously attributed to want of sufficient force in the Post-office, although it is obvious that so long as the mail trains remain irregular, no increased efforts or expenditure in this department can remedy the inconvenience.

Nor can this irregularity in the mail trains be justly attributed, as has been alleged by some companies in reply to former remonstrances, to insufficiency in the time allowed by the Post-office, which, for the night mail trains between London and Glasgow, or Edinburgh, by whichever route, exceeds that taken by the companies for their express trains on the same lines, and this after making ample allowance for the additional stoppages required for

for the mail service; so far, therefore, from it being necessary or reasonable that the Postmaster-general should extend the time allowed, he is bound to demand a reduction thereof, since the public has a right to expect that its correspondence should be conveyed at the greatest speed attained in the conveyance of passengers, a point which, as the Postmaster-general has great pleasure in acknowledging, the Directors of the lines south of Edinburgh and Glasgow, by the Western route, have, in the negotiations now pending, already fully conceded. Awaiting, however, the completion of the many minute arrangements necessary for this important acceleration, a matter which will occupy some few months, the Postmaster-general cannot but regard it as indispensable that an immediate stop should be put to the present irregularities.

The real source of delay, as has been indicated on former occasions, is to be found partly in stoppages at stations where they are not required by the mail service, but principally in the excessive traffic thrown on the mail trains, much of this being of a kind commonly excluded from express trains; as, for instance, third-class passengers, private carriages, horse boxes, and fish trucks; in fact, the night mail trains are generally much too long and too heavy to admit of the service being duly performed, and it is essential that they be at once brought within proper limits; a change which might, perhaps, be facilitated by putting the trains in question on the footing of first-class express trains.

That such a reduction of traffic would tend greatly to the desired result is shown by the fact that the mail train leaving Scotland on the Sunday, being of moderate size, is generally punctual, at least until it has made considerable progress to the south.

The unnecessary stoppages referred to above have been justified by some of the companies on the plea that they still leave time enough for the performance of the service, a plea which, I need not observe, is not only inconsistent with the allegation of insufficiency in the time allowed by the Post-office, but even amounts to a virtual admission that such allowance is excessive, and consequently should, for the public convenience, be reduced.

The truth doubtless is, that even with these stoppages the prescribed time may be kept, provided all circumstances be favourable; but it cannot be requisite to point out to the Directors the necessity of allowing a margin for unforeseen mischances.

In making these suggestions, however, the Postmaster-general feels that it lies rather with the companies to find the means for securing the necessary end, viz., the punctual performance of the mail service. To attain this end every effort is made by the Post-office; several stoppages which the department was authorised to demand having been set aside at considerable sacrifice, while measures have been taken, and others are in progress, for removing causes of occasional slight delay in the Post-office duty at the respective stations. Moreover, in the above-named negotiations for a still further increase of speed, his Lordship, in calling on the companies to secure the punctuality of the accelerated mails, by limitation in the number of carriages, and by the establishment of penalties for delay, offered to subject the Post-office to corresponding penalties for irregularity on its part; leaving it to the arbitrators to take these circumstances into consideration in fixing the remuneration for the service. This arrangement, much to his Lordship's regret, was declined by the companies, but he desires me to press the principle of the measure on the attention of your Directors, and to add, that should they assent, as he trusts they will, to entertain the question, he will be prepared either to receive from them, or to lay before them, as they may prefer, the full and detailed terms of such an agreement.

In short, the swift and regular conveyance of the mails must be regarded as the one essential object of the mail trains, and to this all minor considerations must be sacrificed. It is for the performance of this duty, and upon this understanding, that the companies are paid; and to fail therein, unless from occasional circumstances beyond control, is to withhold from the public that which it has purchased at a large cost.

If, with regard to any of the mails now in question, it be thought that the award has been made on a different understanding, his Lordship is ready to re-open such award, in order that the matter may henceforward be placed on this its proper footing, and all doubt as to his right in every case to claim and enforce the most exact punctuality be removed.

In thus urging on the Directors measures essential to the right working of the Post-office system, his Lordship would suggest for their consideration whether the adoption of such measures would not tend equally to the convenience of passengers and the benefit of the companies.

It surely must be important that the conveyances bearing Her Majesty's mails, which have usually been selected with marked preference by the travelling public, should maintain and even extend that reputation for speed and punctuality on which such preference is based; and, independently of this consideration, when, as in the present case, several companies have to work in concert, it is obviously to the interest of each that all should be punctual; and the Postmaster-general has, in fact, been strongly urged by certain of the companies concerned in running the mails in question, to exact punctuality from the others.

Should the Directors desire it, the Postmaster-general is willing to consider any suggestions which they may make for such a re-distribution of the time between London and the North as may not interfere with the efficiency of the Post-office service, or any other proposals which may seem to the Directors likely to further the attainment of the end in view.

I am, &c.

(signed) *Rowland Hill.*

Captain O'Brien,
York, Newcastle, and Berwick Railway.

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YORK, NEWCASTLE, AND BERWICK RAILWAY,

RETURN showing the Working of the Up and Down Night Mail Trains during the Month of November 1853.

1853.	UP NIGHT MAIL.			DOWN NIGHT MAIL.		
	Arrived at Berwick.	Arrived at York.	Time Occupied, as compared with that Allowed.	Arrived at York.	Arrived at Berwick.	Time Occupied, as compared with that Allowed.
Proper Times	2.54 p.m.	8.19 p.m.	—	4.35 a.m.	9.45 a.m.	—
Time allowed for the Service	—	—	5 h. 25 m.	—	—	5 h. 10 m.
			H. M.			H. M.
November 1	2.54	8.29	+ 0 10	5.0	9.45	— 0 25
„ 2	2.54	8.33	+ 0 14	4.50	9.45	— 0 15
„ 3	2.54	8.44	+ 0 25	9.3	1.32	— 0 41
„ 4	2.54	8.30	+ 0 11	5.10	10.0	— 0 20
„ 5	2.54	8.40	+ 0 21	5.17	10.0	— 0 27
„ 6	2.54	8.30	+ 0 11	5.5	9.50	— 0 25
„ 7	2.54	8.30	+ 0 11	4.50	9.45	— 0 15
„ 8	2.59	8.30	+ 0 6	5.15	10.0	— 0 25
„ 9	3.0	8.31	+ 0 6	4.56	9.45	— 0 21
„ 10	2.59	8.44	+ 0 20	5.12	10.5	— 0 17
„ 11	2.54	8.36	+ 0 17	5.9	9.55	— 0 24
„ 12	3.0	8.34	+ 0 9	5.18	10.15	— 0 13
„ 13	2.54	8.25	+ 0 6	5.15	10.12	— 0 13
„ 14	2.54	8.28	+ 0 9	4.36	9.45	— 0 1
„ 15	2.54	8.24	+ 0 5	5.30	10.10	— 0 30
„ 16	2.54	8.35	+ 0 16	5.15	10.0	— 0 25
„ 17	2.54	8.50	+ 0 31	6.5	11.0	— 0 15
„ 18	2.54	8.45	+ 0 26	5.20	10.15	— 0 15
„ 19	2.54	10.14	+ 1 55	5.20	10.12	— 0 18
„ 20	2.54	8.25	+ 0 6	4.55	10.0	— 0 5
„ 21	2.54	8.19		4.40	9.45	— 0 5
„ 22	3.0	8.44	+ 0 19	5.50	10.48	— 0 12
„ 23	2.54	8.45	+ 0 26	6.13	10.55	— 0 28
„ 24	2.54	8.32	+ 0 13	5.43	10.32	— 0 21
„ 25	2.54	9.20	+ 1 1	5.5	10 5	— 0 10
„ 26	2.54	8.32	+ 0 13	5.36	10.27	— 0 19
„ 27	2.54	8.28	+ 0 9	5.23	10.15	— 0 18
„ 28	2.54	8.45	+ 0 26	4.40	9.45	— 0 5
„ 29	2.54	8.33	+ 0 14	5.1	9.45	— 0 26
„ 30	2.54	8.43	+ 0 24	4.56	9.55	— 0 11

24 January 1854.

(signed) *W. T. Wedderburn.*

YORK, NEWASTLE and BERWICK RAILWAY.

Sir, Secretary's Office, Newcastle-upon-Tyne, 7 February 1854.

1. YOUR letter of the 25th January, calling attention to the irregularity in the mail train between London and the North has been laid before the Directors of this Company.

2. They regret that the Postmaster-general should have thought it right to place on record a letter addressed to this company, containing general statements as to matters of fact, and inferential deduction, which, taken together, form serious charges against the company, without giving the particulars on which these statements are founded. As their responsibility is confined to their own railway, they conceive it to be both unusual and unfair to be included in a general censure, without the means being given by which they or the public can learn whether this censure is intended to apply wholly or only partially to them. This opinion is not removed by the observation that some parts of the letter may have no direct reference to this particular railway, for it is impossible for any one to know to which particular railway his Lordship's remark refers.

3. If the Postmaster-general had communicated with the railway companies individually on matters for which they were responsible, the fact would have been properly investigated, and some practical improvement secured. But the Directors of this company think they have a right to complain of being made the subject of general charges which raise no distinct issue, and therefore hardly admit of a refutation. Moreover, the publication of the letter, for immediately on its issue it was published in the London papers, is calculated to have the effect of creating a prejudice in the public mind, at the commencement of the Session of Parliament, against the railway companies, which they have no means of meeting, because, from their numbers, they cannot be heard in reply, while the Post-office has the advantage of fully stating its own case; and as this is done in a way that cannot be answered, it will probably be considered by the public as unanswerable.

4. It is also unfortunate that the most important passage of your letter is calculated to mislead the public, and produce an impression upon their minds, so far as this company is concerned, contrary to the fact.

5. After requesting the Directors' attention to the serious irregularities of the mail trains, and pointing out the night mail trains as those most urgently requiring correction, you state that in November, "the time actually occupied on your line exceeded that allowed for the service, to the extent shown by the enclosed statement;" and the conclusion which the public cannot fail to arrive at is, that great irregularities exist in both the up and down night mails, which the Directors might and ought to correct. If, however, the statement had been published as well as the letter, the public would have been informed by it, that in the month of November, the time actually occupied by the down night mail on this line did not, in a single instance, exceed that allowed by the Post-office, and they would have been able to form an opinion how far general statements, such as that above quoted, are to be implicitly relied on.

6. The time occupied by the up night mail appears on the face of the returns to exceed the time allowed by an average of 19 minutes; from this, however, must be deducted the delay occasioned by the breaking down of an engine, and the necessity, on account of the safety of the passengers, of diminishing the speed of this, as well as of the other trains, during the continuance of some unusually dense fogs which happened, as is not unusual, to prevail over parts of this district during the month of November. The average delay is thus reduced to about 10 minutes, and it appears to have invariably occurred between Newcastle and York. It is well known that there are reasons which induce the Directors of this company to run their express trains at the highest speed they can hope to maintain with tolerable punctuality; and an examination of the time bill will show that the Postmaster-general has timed the mail at a running speed equal to that of the express, although the express is not encumbered with the heavy travelling post-office, and runs in broad daylight, while the mail, during the greater part of the year, performs its journey in darkness. Under these circumstances the Directors are content to leave it to the judgment of any one whether the delays which have occurred justify the statements in your letter, and whether, as the mail trains between Newcastle and York are timed by the Postmaster-general at a running speed never lower, and in some places even higher, than that of the express trains, more is not occasionally required on this railway than can be accomplished with regularity.

7. As a discussion is raised on the subject of extra stoppages being practised by some companies, and this is pointed out as inconsistent with the allegation of insufficiency in the time allowed by the Post-office; and an inference is drawn that the Postmaster-general is bound to require a higher rate of speed, it becomes necessary to explain the effect of the arrangements adopted by the Post-office on this line. The up night mail runs the first part of its journey (that from Berwick to Newcastle) at a very slow rate of speed, the running speed (after allowing for stoppages) being considerably under the average; but it runs the second part of its journey (that from Newcastle to York) at an excessively high speed; so that it is true, of the same train, that the company may make it stop at certain stations not required for Post-office purposes, and yet cause no delay; that the total time allowed for the journey between Berwick and York may be sufficient, and yet that it shall, of necessity, frequently arrive late at York.

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8. The way in which this affects the traffic is also deserving of notice. A train travelling at a moderate speed is useful for several railway purposes, such as carrying third-class carriages, horse-boxes, or private carriages, but this train cannot be so used, because, though able to take them part of the way, it must leave them behind in the middle of the journey; neither is it convenient for through passengers, because a great part of the distance is travelled slowly; and it is of little use for local passengers, as, taking the whole line from Berwick to York, it stops at very few stations. In fact the Postmaster-general has timed this train in such a peculiar way, that with plenty of time allowed, it must always be late; that it does not carry the mails quickly or regularly, whilst it is rendered useless for railway purposes, and inconvenient to both local and through passengers.

9. The running of the down night mail on this line is arranged on the same principle, except that it begins its journey at the high, and ends it at the slow rate of speed; and it is attended with the same inconvenience, except that the time lost in the first stage can be made up in the second.

10. With reference to the subject of penalties which you are instructed to press upon the attention of the Directors of this company, the Directors cannot think it is seriously proposed that they shall assent to such a principle. It is manifest that the proposal to subject the Post-office to penalties, however fair it may sound, entails no real risk on that department. Not only are those contingencies of the Post-office service which involve delay insignificant in comparison with those of railway passenger trains, but the Post-office has the power, which the railway companies have not, of leaving part of the service undone if time presses; and, above all, the Postmaster-general has the power of allotting the time as he pleases to each service, so that he could always protect his own department, and inflict what penalties he thought proper upon the railway companies.

11. It is stated that all minor considerations must be sacrificed to the swift and regular conveyance of the mails, and that the companies are paid on this understanding. It is not clearly expressed what these minor considerations are, but the Directors are inclined to think, from the tenor of a previous paragraph, that it is intended to imply that the mail trains should be put on the footing of first-class express trains, which would be tantamount to depriving the companies of the profit of the conveyance of second-class, and, in some instances, third-class passengers by those trains; and as the mail trains, generally speaking, are the only trains by which these classes can travel at night, such a measure would not only entail a pecuniary loss on railway companies, but would inflict a serious hardship on great numbers in the middle and lower ranks of life. If the Directors have correctly apprehended the meaning of the Postmaster-general, they must deny that any understanding to this effect existed, or was made the basis on which the remuneration to them from the Post-office was regulated. In point of fact the ascertained or anticipated profits of mail trains, according to the traffic customarily carried by them, have been frequently adduced in argument against the railway companies, as a reason for a diminished payment from the Post-office.

12. In conclusion, I am directed to assure the Postmaster-general that, though the Directors have thought it incumbent on them to enter at length into this matter, in order to clear themselves from the imputations which your letter appears to throw on them, in concurrence with others, yet the quick and regular despatch of the mail trains is an object which, both as regards the railway and as a matter of public convenience, they are most desirous of seeing effected; but still in a way not incompatible with the just claims of those shareholders by whose exertions and whose money the late great improvements in the rapid conveyance of letters have been accomplished. They do not disguise their opinion that the Post-office arrangements on this line are not so conducive to this end as they might be, and they will at all times be ready to give any assistance in their power towards effecting any improvement, or facilitating the working of any plan that may proceed from the Postmaster-general.

I am, &c.
(signed) *W. O'Brien,* Secretary.

Rowland Hill, Esq.,
General Post-Office, London.

Sir, General Post-Office, 1 May 1854.

Referring to my circular letter of the 25th January last, respecting the irregularities in mail trains, I am directed by the Postmaster-general to propose for the acceptance of the Directors of your company the enclosed draft agreement for premiums and mutual penalties.

It appears that portions of my former circular have been misunderstood, but the Postmaster-general does not think it necessary to dwell on this point, as he is satisfied that a second and careful perusal will suffice to make its meaning in all respects clear.

Neither does his Lordship wish to enter upon the question of the precise amount of that irregularity which has been already admitted on the part of the Post-office, contenting himself with the declaration that he cannot allow the accuracy of any statements which import that this irregularity is frequently such as seriously to delay the arrivals of the mails.

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As regards the statements of irregularity handed to the different companies, the Postmaster-general, without insisting upon the accuracy on all points of the records kept by the Post-office guards, must again refer to the undoubted and undisputed fact that great irregularity has existed somewhere; and while he refrains from examining what portion of the irregularity is attributable to the respective companies, his Lordship desires me to point out that the less any company is in fault, the greater must be the benefit which that company will derive from a measure conferring at once additional payment for punctuality on its own part, and security against irregularity in others. And to this object, rather than to the discussion of details as to past irregularities, I am instructed again to request the earnest attention of your Directors.

The Postmaster-general trusts the Directors will perceive that no objection even to a mere plan of mutual penalties can be drawn from the fact, that it is easier for the Post-office to be punctual than for the railway companies, seeing that his Lordship is willing that this fact should be taken into consideration in fixing the remuneration to the companies, and to facilitate the change, has offered to re-open the existing awards; being, however, desirous, without reference to this course, to make a proposal which he believes to be in itself not only just but liberal, he instructs me to offer to the respective companies an arrangement under which this department, while subject to like penalties with the companies, will have to pay a premium in every case in which a company may perform its appointed service within the prescribed time.

In proposing that fines shall be levied without reference to the cause of delay, I have to point out, 1st. That any other arrangement would probably lead to constant dispute; 2dly. that such an arrangement only puts the matter on the footing of an ordinary insurance; and 3dly. that the fines and premiums have been so adjusted as, notwithstanding this risk, to afford to each company, provided its duties be discharged with reasonable care, a considerable profit.

As regards the term of the agreement, I am to offer to each company the period of six or 12 months (as it may now select) subject to the conditions named in the proposals.

The referee or umpire, for whose name a blank is left in the proposals, must of course be the subject of after negotiation.

In thus inviting your Directors to the further consideration of means for securing that regularity so important to public convenience, his Lordship, while maintaining the accuracy of the statements made in my published circular, and the perfect fairness of the proposals contained therein, has at the same time much pleasure in recognising the improvement which has subsequently taken place in the conveyance of the mails, though this improvement does not remove the necessity for making an effective and permanent provision for securing punctuality.

I am, &c.
(signed) *Rowland Hill.*

J. Cleghorn, Esq.,
York and North Midland Railway, York.

PROPOSED AGREEMENT between the Post-office and the York, Newcastle, and Berwick Railway Company.

1. THIS agreement applies to the trains conveying the night mails between York and Newcastle, and Newcastle and Berwick, in all four trains (two each way) every night.

2. Whenever the Post-office shall cause either of the above trains to be detained at any station beyond the prescribed interval, it shall pay the company a fine at the rate of 10 *s.* a minute for such excess.

3. Whenever the time actually occupied by either of the above trains in completing the journey (reckoning as regard the down trains from the time prescribed for the arrival of the corresponding down mail trains at York and Newcastle respectively, and, as regards the up trains, from the time prescribed for the arrival of the corresponding up mail trains at Berwick and Newcastle respectively; or, when these trains are late, from their actual times of arrival) shall, after deducting the amount of any actual detention by the Post-office at any station as above, exceed that prescribed, the company shall, in like manner, pay the Post-office a fine, at the rate of 10 *s.* per minute for such excess.

4. In neither case shall the fine to be levied exceed 20 *l.*

5. Whenever the time actually occupied by either of the above trains in completing the journey shall, under the stipulations and allowances in paragraph 3, not exceed that prescribed, the Post-office shall pay the company a premium of 3 *l.* if for the York and Newcastle train, and 2 *l.* if for the Newcastle and Berwick train.

6. The above fines to be paid, whether by the Post-office or the company, whatever may be the cause of delay.

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7. No claim, however, whether for fine or premium, to be valid unless a written account of each week's claims, with full particulars, be presented before 4 p.m. on the following Tuesday, at the mail coach office, General Post-office, St. Martin's-le-Grand, or at the company's office, Newcastle, according as the claimant is the Company or the Post-office.

8. The discharge of accounts to be quarterly, and the balance payable by either party on the quarter's account never to exceed 500 *l.*

9. If any case of dispute arise the same to be referred to the decision of

10. The mode of securing accurate records of the times of arrival and departure of trains, of delay caused by the Post-office at the stations, &c., to be determined, from time to time, by mutual arrangement between the Post-office and the Company.

11. The agreement to commence on the of next, and to continue for months certain; after which it shall be open to either party to require that the terms be reconsidered, or, with a previous notice of three months, to terminate this agreement.

12. Should the Postmaster-general give notice of any alteration in either of the above mail trains which will have the effect of increasing its running speed, the company shall be empowered to terminate the agreement in respect of such train on the day on which the alteration takes effect, provided it give 14 days previous notice in writing.

York, Newcastle and Berwick Railway.

Sir, Secretary's Office, 15 May 1854.

I am instructed to acknowledge the receipt of a further communication from you, dated the 2d instant, in reference to your previous letter, and my reply, dated respectively on the 25th January and 7th February last, and proposing that an agreement for premiums and mutual penalties should be entered into between the Post-office and the Directors of this Company.

The Directors regret to say, that after giving the proposed plan their careful attention, it appears to them not only not calculated to obtain the proposed object, but that, while it leaves one important cause of delay untouched, its operation will be unjust towards the railway company, and tend to create continual dissensions to the injury of the public service.

The Directors consider that in a service like that of the mail service, requiring the harmonious co-operation of a great variety of persons, and exposed to numerous contingencies, the attempt to enforce punctuality by penalties is erroneous in principle, and will fail, whatever be the mode in which it may be carried out. On the present occasion, however, they are not called upon to discuss any general principle, and will therefore confine themselves to the particular plan proposed to them.

With regard to the delays arising within the Post-office department itself, the Directors think that if the Postmaster-general be of opinion that a system of penalties is the proper remedy, he ought to apply it as from himself, and not at the instance of the railway company; and they object to being placed in the invidious position towards the public of appearing to make a profit out of the errors of a department of the Government, and towards the servants of the Post-office, of being the persons to report their faults or mistakes to their immediate employers, for the sake of receiving the penalties.

Much of the irregularity on this line is improperly represented as a delay; whereas it arises from the Post-office having required the night mail trains to be run over a portion of the line, at a speed higher than that of the day express trains, and much higher than is consistent with punctuality. In this case the fault is with the Post-office; and it is not to be supposed that the railway company ought to be punished for an evil which it did not create, and cannot remedy.

There is no doubt that in so complex a matter as the management of a railway there will be numerous faults and errors, but the returns of the running of the mail trains on this line show that so long as the service required from the company was of a reasonable character, it was, on the whole, well and punctually performed.

The Directors, therefore, cannot admit that any grounds exist for their being asked to enter into an arrangement novel in principle, and of a very penal character. The importance of regularity in the running of trains, especially of the through trains, is so great, that, without any regard to penalties, the Directors endeavour to secure it by the best system which they are able to devise—of supervision, and punishment where it is deserved.

It also appears to the Directors that the inevitable tendency of the plan will be to produce an undue pressure upon the engine drivers to make up, upon one portion of the railway, any time that may have been lost, either through carelessness, or from unavoidable causes upon another portion. This practice with trains already travelling at a high speed is so fraught with danger, that an engine-man attempting to make up for lost time by running at an excessive speed would be punished. The Directors therefore object to the introduction into the railway system of any new element, which by attaching premiums and penalties to every minute of time gained or lost, would practically tend to make the punctual arrival of the trains, rather than the safety of the passengers, the first consideration in the minds of the engine-men.

The Postmaster-general has thought it right to propose that penalties shall be inflicted, whatever be the cause of the delay, even when the railway company is admitted not to be

in

in fault. While the Directors concur with him in thinking that constant disputes will arise under any arrangement based on the principles of penalties, they are unable to trace the reasoning which has led him to the belief that the plan proposed only places this matter on the footing of an ordinary insurance, and has been arranged with the view of giving a considerable profit to the railway company, the conclusions they have come to being of a directly opposite character. A train may be delayed by the weather, as when the line is blocked up by a sudden snow storm, or by the breaking down of a waggon belonging to another company, or by a fog, in which case, to avoid the risk of a collision, it may be the engine-driver's duty not to keep time, but to go slowly, and stop frequently. The Directors naturally object to the proposal that they should in such circumstances be subjected to heavy fines, and cannot bring themselves to the opinion expressed by the Postmaster-general that such an arrangement is not only just but liberal.

It is not unimportant to remark, that though the proposal of subjecting the Post-office to penalties, and giving premiums to the railway company has an appearance of fairness, yet this part of the arrangement is illusory, and would in practice be inoperative.

The Postmaster-general has the power of taking as much time as he thinks proper for his own service; beside which, if, from circumstances, the time allowed for a particular duty is insufficient, he can, as he has done, refuse to complete it, and therefore the Post-office is under no risk whatsoever. On the other hand, if a railway company were receiving premiums, the Postmaster-general can at any time shorten the time allowed to them, and thus not only save his own department the expense of premiums, but create a revenue out of the penalties recoverable from the railway company.

In fact, so long as the power of fixing the conditions of service to be performed, whether by the Post-office or by the railway company, is placed in the hands of one party alone, any system of mutual penalties is delusive, and necessarily unjust; and the objection now made by the Directors would, they believe, have presented themselves to the Postmaster-general, if his powers had been transferred to the railway companies, and this proposition had emanated from them.

On the whole the Directors, believing that the tendency of the measure would be rather to the injury of the public service, and that its practical effect would be to levy an unjust tax upon the railway companies, to be appropriated towards diminishing the expense of the Post-office department, feel it to be their duty, for the reasons they have given, to decline to entertain the proposal you have been instructed to make.

I am, &c.

Rowland Hill, Esq., Secretary,
General Post-office, London.

(signed) *W. O'Brien*, Secretary.

LETTER to *W. O'Brien*, Esq.

Sir, General Post-Office, 8 June 1854.

THE Postmaster-general learns, with regret, that your company declines to adopt the arrangements proposed by his Lordship for securing punctuality in the mail service.

In closing this unsatisfactory correspondence, I am instructed to make the following remarks on certain portions of your letter.

His Lordship cannot admit the correctness of your statement, that "much of the irregularity on this line is improperly represented as a delay, whereas it arises from the Post-office having required the night mail trains to be run, over a portion of the line, at a speed higher than that of the day express trains, and much higher than is consistent with punctuality."

The Postmaster-general has no power to require of a company any speed beyond that which the company itself has laid down for its swiftest train, and even this requirement is controlled by any diminution which the company may subsequently think proper to make in its highest speed. Thus the regulating power is really in the hands, not of the Postmaster-general, but of the company. It is scarcely necessary to add that the Postmaster-general made no attempt to exercise such a power in the case referred to. At the time when the present speed was required for the mail trains in question, your company had another train running at equal speed; and the only subsequent acceleration obtained by his Lordship (amounting in the whole to only a few minutes) was made with the company's concurrence, nor has the company given any subsequent notice of a desire to lessen this speed.

With regard to any "undue pressure upon the engine-drivers to make up, upon one portion of the railway, any time that may have been lost, either through carelessness or from unavoidable causes, upon another portion," that would depend entirely on the arrangements of the Directors, to whom these drivers are servants, and by whom alone they can be stimulated or controlled.

As to your statement that the Directors "concur with the Postmaster-general in thinking that constant disputes will arise under any arrangement based on the principle of penalties," Lord Canning has expressed no such opinion, but considers that a well arranged-system of penalties and rewards will, in most cases, supersede disputes, and remove the necessity for complaints.

Respecting the Directors' denial of the liberality of the arrangement proposed, it suffices to say that this must depend simply upon the amount of remuneration, a point upon which the Directors do not touch. I have to remark, however, that in applying to the Lords of

Appendix, No. 13.

the Treasury for their consent to the arrangement, the Postmaster-general felt bound to point out that if the railway companies became generally punctual in the conveyance of mails, they would receive, under the plan proposed, a large additional payment, notwithstanding that they were nominally bound, under the present regulations, to observe that punctuality without any additional payment whatever. And I have further to remind the Directors that the Postmaster-general offered to open the award in any case in which a company might come to the unexpected conclusion that the proposed arrangement was likely, on the whole, to involve them in pecuniary loss.

Referring to another paragraph in your letter, I am instructed to say that Lord Canning can see no valid distinction between the position of the Postmaster-general and that of the directors of a railway company with respect to the time taken for different kinds of service, or the obligation to complete particular duties; both parties, he apprehends, are guided by their views of what is right, and by the just demands of the public. If an unreasonable amount of time were taken either in the transfer of mail bags, or of passengers' luggage, or if either a mail bag or a passenger's luggage were left behind, complaint would assuredly follow; and if such complaints were frequent they would soon make themselves heard, and inquiry and redress would in either case follow.

In conclusion, I am to state that his Lordship is unable to see in your letter any satisfactory reason for the refusal to give the plan a limited trial; a trial which, without entailing any serious pecuniary risk or inconvenience, would go far to demonstrate the correctness, either of his views, or those of the Directors.

I am, &c.
(signed) *Frederic Hill.*

York, Newcastle, and Berwick Railway.

Secretary's Office, Newcastle-upon-Tyne,
9 June 1854.

Sir,

Your letter of the 8th instant was laid before the Board of Directors to-day.

As it is the desire of the Postmaster-general that this correspondence should now be closed, the Directors will refrain from offering any reply beyond guarding themselves from being supposed to admit the accuracy of the remarks contained in it.

I am, &c.
(signed) *W. O'Brien*, Secretary.

Rowland Hill, Esq.,
General Post-office, London.

Appendix, No. 14.

Appendix, No. 14.

Great Southern and Western Railway.

RETURN of the Number of Passengers conveyed, and the Amount of Earnings on this Railway during the Year 1853, distinguishing the Number of Passengers carried, and the Amount of Money earned by the 7.30 p. m. Mail Train from *Dublin*, and the 9.45 p.m. Mail Train from *Cork*.

Number of passengers conveyed in 1853 - - - - - - -		582,189
Receipts for same - - - -	£. 173,041. 12. –	
Gross traffic receipts of the line in 1853 -	290,149. 11. 5	
Number of passengers booked by the 7.30 p.m. down mail train in 1853 -		10,650
Amount received - - - - - -	£. 4,441. 5. 4	
Number of Passengers booked by the 9.45 p.m. up mail train in 1853 -		5,537
Amount received - - - - - -	£. 3,480. 13. 4	

21 July 1854.

(signed) *Wm. Taylor*, Secretary.

I N D E X

TO

R E P O R T

FROM THE

SELECT COMMITTEE

ON

CONVEYANCE OF MAILS BY RAILWAYS.

Ordered, by The House of Commons, *to be Printed*,
25 *July* 1854.

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1. *Weight and Number conveyed by the Post-office.*
2. *Advantage of Conveyance by Post; Effect thereof on Railway Companies.*

1. *Weight and Number conveyed by the Post-office:*

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Book Parcels—continued.

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BRISTOL:

1. *Complaint of irregular and defective Postal Communication.*
2. *Stoppages at the Bristol Station.*
3. *Explanation given by the Post-office.*

1. *Complaint of irregular and defective Postal Communication:*

General complaint at Bristol that letters from the North, which should arrive at six o'clock A.M., frequently do not arrive till three P.M., on account of the non-arrival in due

Report, 1854—*continued.*

BRISTOL—continued.

1. *Complaint of irregular and defective Postal Communication*—continued.

due time of the London and North-Western train at Tamworth; public memorials have been sent to the Postmaster-General on the subject, *Jack* 1084–1091. 1096–1098. 1140–1142. 1157, and *App. p.* 508, 509——Suggestion that the day mail from Bristol should leave at ten instead of thirty-five minutes past eight in the morning, *Jack* 1100–1114——Complaint that the Postmaster-General does not exercise the power he possesses of ordering such mail service as would suit the Bristol district, *ib.* 1144 *et seq.*

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2. *Stoppages at the Bristol Station:*

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3. *Explanations given by the Post-office:*

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1. *Evidence and Returns in favour of the East Route to Edinburgh, &c.*
2. *Objections to the Adoption of this Route:*

1. *Evidence and Returns in favour of the East Route to Edinburgh, &c.:*

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1. *Evidence and Returns in favour of the East Route to Edinburgh, &c.*—continued.

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Memorandum by Mr. Rowland Hill on the proposed use of the Great Northern Railway; sundry arguments contained therein against the adoption of the east coast route, *App. p.* 498–505.

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Principle to be observed in expenditure by the Post-office, *Rep. p.* xii——Expense should be incurred wherever additional accommodation is required, and is commensurate with the outlay, without reference to profit to the Post-office, *ib.*

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Falmouth. Circumstance of all letters landed at Falmouth being sent to London for distribution, *Hill* 1484–1486.

Ferry Hill Station. Explanation of the stoppage of the night mail train to Edinburgh at this station, though not required, *O'Brien* 49. 117, 118——Stoppage of the York, Newcastle, and Berwick mail train at Ferry Hill adverted to, *Hill* 1409, 1410.

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1. *System of mutual Fines proposed.*
2. *Objection by Railway Companies thereto.*

1. *System of mutual Fines proposed:*

It is very desirable to adopt a system of mutual fines for delays, *Jack* 1092–1096. 1143——Unsuccessful result generally of a recent proposition made by the Post-office to the railway companies for a system of mutual fines, *Hill* 1951–1953——Assent given by the Treasury to the proposal for mutual fines, *ib.* 2296, 2297——Only one company has unconditionally accepted the proposal, *ib.* 2298——Advantage of a system of penalties in connexion with one of constant inquiry into delays, *Ball* 3836–3839.

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4062. 4077-4079——Distance of Belfast, Clonmel, Waterford, and Cork from Dublin, 4076, 4077——Importance of the communication between those places and England, 4080——Complaints as to the cross posts in the neighbourhood of Carlow, Kilkenny, and Ross; arrangement in contemplation to improve them, 4081.

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1. *Complaints as to the mode of Transmission on Arrival in England; Remedies suggested.*
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1. *Complaints as to the mode of Transmission on Arrival in England; Remedies suggested:*

Evidence in detail, with reference to the delivery at Liverpool of the letters brought to Southampton by the Transatlantic and West India steamers, *Bouch* 867 *et seq.*——Circumstance of the West India mails having arrived at Southampton three times in the course of this year in time for the London mail on Friday evening, whilst the letters for Liverpool did not arrive till Saturday evening, thus virtually giving the London merchants a fortnight's advantage over those at Liverpool, as the outward mail left on Monday; proposals for remedying this grievance, *ib.* 867 *et seq.* 888-895——If the letters were sorted at Southampton, and the bags for the north and Liverpool sent off in the evening, in lieu of being first sent to London, and thus sorted, this evil would in a great measure be removed, *ib.* 869 *et seq.*

Table delivered in, showing the relative distances from Liverpool and Southampton to various large towns in the kingdom, thereby proving, with one exception, that if all the letters by sea were brought to Liverpool they would be delivered all over the kingdom much sooner than at present, *Bouch* 884. 936 *et seq.*——The importance of letters from the East and West Indies, &c. fully justifies the people of Liverpool in expecting a direct conveyance to the north, *ib.* 887——The letters of the Liverpool merchants by the West India mails should be delivered in the morning, the same as in London, *ib.* 899 *et seq.*——Great advantage if the continental and Indian letters were forwarded from Dover to Reading, and thence to Liverpool, instead of being first sent to London, *ib.* 912-920. 956, 957——Inconvenience of the mails arriving at Liverpool in the middle of the day, as tending to distract attention from the general business, *ib.* 913. 920.

Liverpool is not so deeply interested in the West India mails as London, *Bouch* 933. 935——The midland counties are equally affected by it as Liverpool, *ib.*——Great saving of time would be effected if a post on the western coast of Ireland were adopted for landing the mails from across the Atlantic, *ib.* 939-941——Inutility of the present West India mail service, letters being received from the foreign West India Islands through America ten days sooner than by these mails, *ib.* 941——Case relative to the shipping of bullion, in illustration of the great hardship to the Liverpool merchants of the present system of transmission of the mails from Southampton, *ib.* 953.

Great importance of the Continental and East India correspondence which passes through France, *Banning* 1027-1030——The inland letters are very few as compared with the foreign letters which come by the day-mail from London to Liverpool, *ib.* 1031-1033——Suggestion that the foreign mails be transmitted direct to and from their ports of arrival and departure in England, *Jack* 1157——The Bristol letters form an important part of the West Indian mail, *ib.* 1170.

Great inconvenience and grievance to Liverpool foreign merchants in the time now lost in transmitting the mails from the Continent; alterations suggested, *Zwilchenbart* 3690 *et seq.*——The inconvenience is chiefly confined to the out mails, *ib.* 3693, 3694——Importance to the northern towns of having a direct communication upon the arrival of the foreign mails at Southampton and Dover, *ib.* 3705-3707.

Witness agrees with Mr. Zwilchenbart in his principal objections to the present mode of postal communication with the continent, *Borthman* 3734, 3735. 3748——Suggestion that all letters should not be centralized in London, but should be sent forward by direct railways when it is possible to do so, *ib.* 3738 *et seq.* 3767-3775——The amount of postage paid by Liverpool and Manchester is not a fair criterion to take, *ib.* 3743——Although the route *viâ* Dover, Reigate, Reading, and Oxford to Manchester be longer than

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Foreign and Colonial Mails—continued.

1. *Complaints as to the Mode of Transmission on Arrival, &c.*—continued.

than the route through London, it would not cause anything like the delay occasioned by the latter route, *Boothman* 3750–3759——The Post-office ought to provide special trains if the packets do not arrive punctually, *ib.* 3760.

2. *Explanations by the Post-Office Authorities:*

A large staff would be required at Southampton to prevent foreign letters for Liverpool being sent to London to be sorted, and then forwarded to Liverpool for delivery; unadvisability of such staff on account of the enormous expense, *Bokenham* 2502–2507. 2556–2558——Uncertainty of the arrivals of foreign mails as shown on 2 July last, at the London office, when there were 668,000 letters to be sorted, and when 600 persons persons were employed, *ib.* 2507——Average number of letters brought by each mail to Southampton, and number of mails per month, *ib.* 2508, 2509——Regulations at the Post-office at Southampton with regard to forwarding colonial mails to the interior, *ib.* 2510.

Average of the arrival of mails in London during the past year, by which the Peninsular letters for Liverpool could only have been delayed three times, and the West Indian mails twice, *Bokenham* 2511-2514——The latest hour of the arrival of a letter from Southampton which would be despatched to Liverpool, is four o'clock, *ib.* 2520–2527. 2571–2573—— Great expense of a direct postal communication between Southampton and Liverpool, *ib.* 2547——In the event of letters being directed from the West Indies to Liverpool "direct" or to other large towns, a bag would be required from each island to each of such towns, *ib.* 2548–2552——Remarks generally relative to the adoption of a direct communication from Dover to Liverpool and Manchester; opinion that it would be two expensive, *ib.* 2574–2586.

The mails from Southampton have arrived on eight occasions during the year too late for the departure by the evening mail to the North, *Bokenham* 2624–2627——On forty-six occasions during the year, the London merchants have had the advantage of the Liverpool by one day, and on 29th they were delivered simultaneously at both places, *ib.* 2628–2635——Evidence generally relative to the proposed mail direct from Dover to the North; to meet this mail separate branch communications to all the different towns would be required as well as additional staffs to receive and distribute the letters, *ib.* 2634–2654. 2675–2687——Great risk of errors if special boxes were made up in Bombay, and the colonies for the principal towns in England and Scotland; small saving of time by this means, *ib.* 2669–2674.

Increased accommodation to the public in the foreign and colonial mails being now made up oftener than formerly, *Viscount Canning* 4333–4337——Statement of the several improvements effected in the foreign colonial department of the Post-office within the last two years, *ib.* 4455.

See also *Australian Mails. Bristol*, 1. 3. *Colonial Letters. Dover. Falmouth. French Mail. Liverpool*, 2. *North American Mail. Overland Mail. Sorting.*

Forfar. Return of the hours at which the night mail trains running between London and Aberdeen arrived at Forfar during the months of October, November, and December 1853, *App. p.* 445–450——Similar return as to the day mail, *ib.* 456-461.

See also *Aberdeen Railway.*

France. Course pursued in France to obtain direct and speedy postal communication between important places, *Zwilchenbart* 3709-3712——Mode of paying for the conveyance of the mails on the railways in France, *ib.* 3717–3719——Lower rates charged in France for the heavier packets conveyed by post, *Hill* 4194–4199.

French Mail. The French mail is sent to London immediately on its arrival at Dover; the Dover portion having already been sorted in France, *Bokenham* 2530–2532——Suggestions relative to the postal communications between Paris and Liverpool *viâ* Dover; inconvenience of the present arrangements, *Zwilchenbart* 3690 *et seq.*——The cost of witness's postage between Liverpool and Paris was upwards of 1,200 *l.* a year under the old system, *ib.* 3695-3697——Course of the mail from Paris to Manchester, *Boothman* 3796–3801——Circuitous route from Paris to London, *ib.* 3804–3809.

Return showing the hours at which the French mail bags were due and arrived by railway at the London Bridge Terminus during the months of October, November, and December 1853; *App. p.* 480.

See also *Dover. Foreign and Colonial Mails.*

Frequent Deliveries. See *Deliveries. Increase of Accommodation. Metropolitan Delivery.*

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Gatehouse. See *Kirkcudbright.*

General Contracts. Companies with whom general contracts have been made, *Hill* 2311, 2312——Nature of these contracts, *ib.* 2313-2315——Advisableness of discretion in the Postmaster-General as to the nature of the contract to be entered into with any company, *ib.* 2316, 2317.

General Post-Office (London). Half of all the letters written pass through the London Post-office, *Hill* 2089——Want of accommodation in the General Post-office adverted to, *ib.* 2228——The present staff in the Inland and Foreign Department is from 900 to 1,000 altogether, *Bokenham* 2718——Statistics of the increase of business in the London Post-office during the years 1852 and 1853, *Viscount Canning* 4312-4326.

Statistics of the number of letters received at and despatched from the secretary's office on various subjects in 1852 and 1853, *ib.* 4316-4323——Statistics of the number of minutes on various subjects laid before the Postmaster-general by the secretary and assistant secretaries, *ib.* 4325.

See also *London. Metropolitan Delivery. Post-Office. Staff (Post-Office). Weight of Mails.*

Glasgow. Reasons for a comparison by witness of the present route to Glasgow with that proposed *viâ* the Great Northern Railway, *Hill* 1555-1557——Decided advantage of the western over the eastern route to Glasgow, *ib.* 1699; *Huish* 2950-2964——With respect to rural parts about Glasgow, &c., the arrangements are generally made through the surveyor of the district, *Hill* 2318, 2319.

Return of the hours at which the night mail trains running between London and Aberdeen have arrived at Glasgow during the months of October, November, and December 1853, *App. p.* 445-450——Similar return as to the day mail, *ib.* 456-461.

Gloucester. Irregularity of the trains on the Gloucester Branch Railway from various causes, *C. A. Saunders* 3168-3170——Complaints of delays at Gloucester adverted to, *Hill* 4291.

Gradients. Slight extent to which, on the whole, the gradients may be in favour of the east coast route to Edinburgh, *Huish* 2862-2865. 2929-2933. 3124——Gradients have less to do with speed than is generally supposed, *ib.* 2929. 3124——The gradients and general formation of the Great Western line are favourable to rapid travelling, *C. A. Saunders* 3156-3158——Superiority of the gradients and curves on the Midland line to those on the Great Northern, *Allport* 3317. 3334——The gradients and curves are not more unfavourable on the Bristol and Exeter than on other lines, *Badham* 3422.

Graham, Sir James. Sound principles upon which, on a certain occasion, Sir James Graham acted as umpire in a case of arbitration, *Huish* 3038. 3063.

Grantham. Circuitous route of the postal communication with Grantham, on account of the Great Northern line not being used, *Clarke* 2377, 2378.

Great Northern Railway:

1. *Evidence generally in favour of the Use of this Railway for the Conveyance of Mails to the North.*
2. *General Objections to the foregoing Proposition.*
3. *Speed and Regularity of the Trains considered; Returns thereon.*
4. *Increased Expenditure necessary.*
5. *Consideration of the Question by the Committee.*

1. *Evidence generally in favour of the Use of this Railway for the Conveyance of Mails to the North:*

Saving of time to be effected by sending the mail to York and the North over the Great Northern Railway, *O'Brien* 27-48—— Evidence in favour of the Great Northern route as the most expeditious for the conveyance of the mails to the North, *Sir G. Grey* 252. 258. 281-283. 299-306——Complaints as to the mail from Edinburgh to London being two hours and a half shorter by the western than by the eastern coast, on account of the latter route from York not being over the Great Northern line, *Right Hon. D. M'Laren* 342-344.

Equal facilities on the Great Northern line to York, and on the route *viâ* Derby, with regard to speed and safety, *Clarke* 2357, 2358. 2366——The Great Northern route is shorter by twenty-nine and a half miles, *ib.* 2359——Less time, by two hours and fifteen minutes, taken by the Great Northern evening express than by the mail train *viâ* Derby, *ib.* 2360, 2361——Feasibility of running a mail train on the Great Northern line to York in the same time as the express, *ib.* 2362-2365——Any acceleration possible on the Midland line is equally so on the Great Northern line, *ib.* 2366.

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GREAT NORTHERN RAILWAY—continued.

1. *Evidence generally in favour of the Use of the Railway for the Conveyance of Mails to the North*—continued.

Advantages for postal purposes of the Great Northern train from York at 8.40 P.M. to London, *Clarke* 2369. 2373, 2374——Nine-tenths of the passengers between Edinburgh and London travel by the Great Northern line, *ib.* 2370, 2371——Trains of the Great Northern Company now at the disposal of the Post-office, *ib.* 2374——Evidence showing the several towns east and west of the Great Northern line which are now served respectively through the means of the Eastern Counties Railway and of the London and North Western Railway by a system of mail carts and foot messengers, *ib.* 2375–2379——Inconvenience suffered by the several trains explained, *ib.* 2375–2397——The whole of the trains and district referred to might, with advantage and economy, be served by the Great Northern Railway, *ib.* 2380–2382. 2438. 2444.

The Great Northern Company do not wish for any transfer to their line of the mails from the Western or Midland route, but merely for an extra service between London and York, *Clarke* 2417, 2418, 2437——Convenient hour in the morning at which the train from York offered to the Post-office would arrive in London, *ib.* 2430–2432——No new train need be run north of York, as the bags *viâ* Tamworth and Derby could be taken on by a passenger train, *ib.* 2434——Earlier and more satisfactory delivery of the mail in the towns south of York, if a night mail went along the Great Northern line, *ib.* 2445–2448——Express trains now on the line, *ib.* 2459——Number of carriages sent by the Great Northern night trains, *ib.* 2482, 2483——Practicability of a speed of 44 or 45 miles at night on the Great Northern line with ten passenger carriages accompanying a mail, *ib.* 2484–2489.

2. *General Objections to the foregoing Proposition:*

Doubts as to more than an hour being saved between London and York if the Great Northern instead of the Midland route were adopted, the former being only thirty miles shorter, *Hill* 1579–1583——Equal amount of correspondence delayed as benefited, if the Great Northern line be used for the night mail, *ib.* 1604——Understanding that the Irish letters are not proposed to be taken *viâ* the Great Northern line, *ib.* 1605, 1606——If the night mail be run along the Great Northern railway, every portion of the present service must still be retained, *ib.* 1683, 1684——Great inconvenience of accelerating the Irish and West of England letters, so as to tally with a night mail over the Great Northern line, *ib.* 1703–1710.

Explanation as to the greater number of passengers travelling between Edinburgh and London by the Great Northern, than by the other route, *Huish* 2947. 2998, 2999——Reference to Mr. Seymour Clarke's evidence (*Q.* 2417), as advocating a mail train between London and Edinburgh for the London and East Coast correspondence, without reference to the West of England letters, *ib.* 2958——It is about twenty-eight miles nearer to York by the Great Northern than by the Midland line, *Allport* 3319.

Memorandum by Mr. Rowland Hill on the proposed use of the Great Northern Railway, containing sundry objections against the proposal, *App. p.* 498–505.

3. *Speed and Regularity of the Trains considered; Returns thereon:*

Greater average regularity of the Great Northern day mail to Newcastle than of the night mail *viâ* the Midland line, in the month of November last, *Hill* 1538–1543——Greater speed of the Great Northern train during the same month, *ib.* 1544–1549.

During the months of October and November 1853, the express train from London at 9.30 A.M., was on an average only three minutes late daily, *Clarke* 2344–2346——The same train on an average of twenty-seven journeys in March 1854 was four minutes late, and on an average of twenty-two journeys in April, ten minutes late; table showing the actual running of this train during March and April, and its time of arrival daily at York and Edinburgh, *ib.* 2349–2351; *and Ev. p.* 209——Tables showing the actual time kept by the fast night train leaving King's Cross at 9.15 P.M., and due at York at 2.40 A.M., during March and April 1854; the average of twenty-seven journeys in March shows that the train was four minutes before time at York, and of twenty-seven journeys in April, that it was four minutes behind time, *ib.* 2353–2355; *and Ev. p.* 210.

The rate of speed of the 9.15 P.M. train from King's Cross could hardly be increased with safety, but may be kept with punctuality, *Clarke* 2367, 2368——Causes for the greater punctuality of the Great Northern train in March and April last, than in November 1853, *ib.* 2391–2393——Greater speed on the whole of the Great Northern trains than of the trains on the Western coast; causes thereof, *ib.* 2403. 2405, 2406. 2408–2410——Compilation from the records of the guards of the return of the running of the day mail on the Great Northern line in March and April, *ib.* 2475, 2476.

Explanation of the difference between the tables handed in by Mr. Seymour Clarke and by witness, relative to the delay of the Great Northern morning train at York during last April, *Hill* 4109. 4140——Lateness on the Great Northern line in June 1854, *ib.* 4148.

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3. *Speed and Regularity of the Trains considered; Returns thereon*—continued.

Return showing the hours at which the mail bags were due, and were delivered at the King's Cross terminus, for transmission by railway, during the months of October, November, and December 1853, *App. p.* 475——Time tables of express and fast trains between London and Edinburgh for April 1854, *ib.* 532——Tables showing the actual time kept by the express and fast trains respectively running over the Great Northern line to and from Edinburgh, during October, November, and December 1853, *ib.* 534-538

4. *Increased Expenditure necessary:*

Additional outlay of only 7,000 *l.* a year, if the mails to Newcastle, &c., be sent by the Great Northern Railway, *Allhusen* 204——This outlay would in time be surpassed by the consequent increase of receipts, *ib.* 204——The probable reason for the refusal of the Postmaster-general to adopt the Great Northern route is that of increased expense, *Sir G. Grey* 269——Expediency of the Post-office providing reasonable accommodation, notwithstanding the expense involved, *ib.* 269. 280.

Examination to the effect that the additional expense of using the Great Northern Railway for the conveyance of the night mails, to and from Edinburgh, would be about 33,000 *l.* per annum, *Hill* 1624-1650; 1670-1673; 1679-1686——Moderate sum paid per mile for the day mail on the Great Northern line, *ib.* 1627, 1628——Offer made in August 1853 by the Great Northern Company to carry the night mails to York; reply of the Post-office thereto, *ib.* 1629-1633; 1636. 1645-1648——Conditions annexed to the offer of the Company which rendered its acceptance idle, *ib.* 1632. 1635, 1636; 1639-1644——The service to Edinburgh by the Great Northern line would cost about 14,636 *l.*, if the several companies would only charge 1 *s.* a mile, *ib.* 1670——Reference to an offer by the Great Northern Company in March 1851, to place a train to and from York at the controul of the Post-office for 3 *s.* 3⅜ *d.* per mile, or 25,000 *l.* a year, *ib.* 1692-1697. 1700——Impolicy of expending 33,000 *l.* (or probably more) in running a mail train to Edinburgh, over the Great Northern line, for the sake of the London or other correspondence, *ib.* 1716, 1717.

Explanation of the evidence of Mr. Hill (Q. 1366) as to communications between the Post-office and the Great Northern Company, relative to the use of a night mail from Edinburgh to London, *Clarke* 2369-2374——Calculation that Mr. Hill's estimate of 33,000 *l.* a year additional expense for an up and down night mail, *viâ* the Great Northern, is considerably over calculated, *ib.* 2411-2416——Offer made by the Great Northern Company in 1853 explained, *ib.* 2411-2413; 2421, 2422; 2430-2432——No impediments as to price or general arrangements would take place if the Post-office should decide on using the Great Northern line for the night mails, *ib.* 2416-2433——Explanation upon the offer to carry mails at a high rate of payments (3 *s.* 3 ½ *d.* per mile) made by the Great Northern Company in 1851, *ib.* 2419, 2420; 2427-2429.

5. *Consideration of the Question by the Committee:*

Resumé of the evidence for and against the adoption of the Great Western route for the conveyance of the London mail to Newcastle, &c., *Rep. p.* v-vii——Shortness of this route adverted to; greater acceleration obtainable than by the Midland route, *ib.* ——Reference to the great inconvenience and additional expense anticipated by Mr. Hill, if the London mails and the mails from the West of England, Ireland, &c., be sent over the Great Northern line instead of over the London and North-western and Midland lines, *ib.* vi.

See also *Centralization of Mails. Circuitous Routes. Coal Traffic. Doncaster. East Coast Route. Eastern Counties. Edinburgh. Grantham. Hitchin. Huntingdon. Irregularities and Delays. Junctions. Knottingley. Mail Carts. Newark. Newcastle-on-Tyne. North-east Coast. Peterborough. Traffic.*

Great Southern and Western Railway. The highest rate paid per mile is that of 4 *s.* 6 *d.* for a night mail on the Great Southern and Western Railway; reason for this award, *Huish* 3077-3079——With respect to the high remuneration to the Great Southern and Western Company, and the slowness of the trains, witness doubts the expediency of a power in the Post-office to require a greater speed, *ib.* 3077-3084.

Slowness of the mail train on the Great Southern and Western Railway adverted to, *Viscount Bernard* 3657-3662——It would be a great benefit to the whole of the South and West of Ireland if the mail trains on that line were accelerated, *ib.* 3663——Desirableness of accelerating the mail train on the line, between Dublin and Limerick and Dublin and Cork, *Herbert* 3666——Contemplated acceleration of the mail on this line; effect thereof, *Page* 4109 *et seq.*

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GREAT WESTERN RAILWAY:

1. *Arbitration between the Company and the Post-office.*
2. *Manner in which the Mail Service is performed; Acceleration contemplated.*

1. *Arbitration between the Company and the Post-office:*

Reference to arbitrations between the Post-office and this company; examination thereon, showing that there have been four awards on account of objections by the Postmaster-general, *Hill* 1956, 1957; 2000–2015. 2025——The greatest delays in arbitration have occurred with the Great Western Company, *ib.* 1956, 1957. 2000——First award by Mr. Pusey adverted to, *ib.* 2003, 2004——Second award by Mr. G. C. Lewis, *ib.* 2005–2011——Third award by Sir W. Molesworth, *ib.* 2010–2012——Award subsequently by Lord James Stuart, *ib.* 2012.

Great delays often caused in the appointment of an umpire between the Post-office and the Great Western Company; inconvenience suffered by the company from these delays, *C. A. Saunders* 3196–3202——Refusal of the Post-office arbitrators to appoint for umpires any person unconnected with Government, *ib.* 3198——The Great Western Company are very inadequately paid for carrying the mail bags, *ib.* 3203–3212——Disaffection generally shown by the Post-office to the awards made to the Great Western Company, *ib.* 3213——The same umpire has never been named more than once, *ib.* 3215–3218.

Particulars relative to the several arbitrations and awards carried on between the Post-office and the company, *C. A. Saunders* 3223 *et seq.*——There have been four arbitrations within the last ten years, *ib.* 3227–3231——Inconvenience to the company of frequent awards, *ib.* 3247–3249——The great delay that often occurs before an award can be settled is most prejudicial to the company, *ib.* 3253–3257. 3259——The company had once to receive 140,000 *l.* for services performed pending arbitration, *ib.* 3253.

The difficulties of choosing an umpire exists on both sides, *C. A. Saunders* 3258——There has been no great difficulty in settling the principle upon which compensation shall be awarded, *ib.* 3260–3263——The Post-office is more inclined to alter the awards than the company, *ib.* 3297–3299.

Particulars as to the arbitration in 1842 between witness for the Post-office and Mr. Saunders for the Great Western Railway; the difficulty and delay did not arise on the part of the Post-office, *Harness* 3905, 3906——Evidence relative to another arbitration on account of the Great Western Company between witness and Mr. Brunel; great delay caused by the latter never being ready to attend to the business, but not by as regards the direct appointment of the umpire; copy of a letter written to Mr. Brunel by witness on this subject, *ib.* 3906. 3918. 3947——Explanation as to the opening of, and of the award, *ib.* 3971——Refutation of Mr. Saunders's remark that the Post-office arbitrator had refused any but Government officers as umpires, *Williams* 3978.

Further evidence relative to the awards between the Great Western Company and the Post-office, *Hill* 4253–4260——Power of the Company to open the present award if they think fit to do so, *ib.* 4253–4256——The average period for which an award has run, has been four years and a third, *ib.* 4260.

2. *Manner in which the Mail Service is performed; Acceleration contemplated:*

Rate of speed required of the Great Western Company by the Post-office, *C. A. Saunders* 3135——Delays in starting sometimes arise from the mail bags not arriving in time, and sometimes from the insufficient accommodation at the old Paddington station, *ib.* 3136, 3137——Relative speed, punctuality and weight of the express and mail trains; delays of the latter trains explained, *ib.* 3139–3145——Impossibility of carrying the night mails on the Great Western Railway at a speed of fifty miles an hour, as urged by the Post-office, *ib.* 3145. 3149–3153——Present speed of the night mail train, *ib.* 3154, 3155.

Evidence opposed to the statement of Mr. Saunders, that the acceleration required over the Great Western Railway by the Post-office is impossible, *Hill* 4261–4272——Extra time over that of the express train proposed to be allowed to the accelerated mail train, *ib.* 4262, 4263——Greater length and weight of the mail train adverted to, *ib.* 4263, 4264. 4272.

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Return showing the hours at which the mail bags were due and arrived by railway at the Paddington terminus during the same months, *ib.* 472.

Correspondence between the Post-office and the Great Western Railway Company, relative to the acceleration of the night mail, *App. p.* 589–598.

Average speed of the night mail train, and distance from London to Bristol adverted

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Great Western Railway—continued.

2. *Manner in which the Mail Service is performed, &c.*—continued.

to, *Rep. p.* xi——Reference to the causes to which Mr. Saunders attributes the delays of the mail train on the Great Western line, *ib.*

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Greenhill Station. Return of the hours at which the night mail trains running between London and Aberdeen arrived at Greenhill during the months of October, November and December 1853, *App. p.* 445-450——Similar return as to the day trains, *ib.* 456-461.

See also *Acceleration*, 2.

Grey, The Right honourable Sir George, M.P. (Analysis of his Evidence.)—Resides in the northern division of Northumberland, 236——Represents the postal wants of the district from Acklington to Berwick, a distance of thirty-eight miles, 237——Complaint from this district as to the circuitous route by which the mail is conveyed from London, *ib.* ——Complaint also as to the situation of the local post-offices of Alnwick and Belford, and the mode of distributing the letters; the same explained and illustrated, 237-251 ——Employment of foot messengers to distribute the mail throughout the district, adverted to; increase of these messengers recently, 238-242. 251——Still greater inconvenience to the district with regard to the postal communications with Edinburgh and the north, 243, 244.

Evidence in favour of the Great Northern route as the most expeditious for the conveyance of the mails to Newcastle and the north, 252. 258. 281-283. 299-306——Great dissatisfaction in the Tweedside district at the retention of the Midland route, 252. 284, 285——Suggestion that two or three additional post-offices, besides that at Alnwick, be established along the line between Newcastle and Berwick, 253-255. 270-274——Great convenience if there were a travelling post-office on the line beyond Newcastle; suggestion on this point, 256-258——(*Sir G. Grey* and *Captain O'Brien.*) There is no travelling post-office north of Newcastle, 259, 260. 262. 265, 266——No memorials have been presented to the Post-office for a travelling post-office further north on the line, 260, 261.

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IRREGULARITIES AND DELAYS:

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2. *Delay at other Periods, and generally.*
3. *Diminution of Irregularity and Delay in* 1854.

1. *Special Instances during October, November, and December* 1853:

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3. *Diminution of Irregularity and Delay in* 1854—continued.

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J.

Jack, Adam. (Analysis of his Evidence.)—Iron merchant at Bristol, and agent to the Coalbrook Dale Company, also Chairman of the Railway and Postal Committee of the Bristol Chamber of Commerce, 1083——General complaint at Bristol that letters from the north, which should arrive at 6 o'clock, a.m., frequently do not arrive till 3 p.m., on account of the non-arrival in due time of the London and North-Western train at Tamworth; public memorials have been sent to the Postmaster-general on the subject, 1084–1091. 1096–1098. 1140–1142. 1157——A system of mutual fines for delays should be adopted, 1092–1096. 1143——Suggestion that the day mail from Bristol should leave at 10 instead of 35 minutes past 8 in the morning, 1100–1114——Proposition that the Postmaster-general should have power to send mails by any train, 1098. 1120. 1130 *et seq.*

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K.

Kerry. Circumstance of cars having been substituted for coaches (which travel much quicker) for the conveyance of the mails from Clonbally to Tralee, in Kerry, *Hill* 1912–1920——Cars to run at the rate of 10 miles an hour have, in this instance, been tendered for, *Tiley* 1921.

Inconvenience to the county of Kerry, more especially to Tralee, on the delay attendant on the present postal arrangement, *Herbert* 3664——An acceleration is greatly wanted between Mallow and Tralee, *ib.* 3664–3666——The letters for the county of Kerry could arrive earlier in Tralee if the sorting offices by the way were done away with, and if the sorting were done in the railway carriage, *Fishbourne* 4082–4089.

Lord Canning has adopted the suggestion of Mr. Herbert with reference to the inconvenience felt at Tralee by applying to the Great Southern and Western Company for an acceleration of speed of the night mail train, *Page* 4108, 4109.

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1. *Remuneration for Conveyance of Mails:*

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Newark. Convenience of Newark as a point of centralization in the event of mail trains to the North *viâ* the Great Northern Railway, *O'Brien* 67. 119-121.

Newcastle-on-Tyne:

1. *Recent Improvement of the Mail Service.*
2. *Uncertainty and Delay in the Arrival of the London Mail.*
3. *Slowness of the Communication with sundry Places.*
4. *Explanation by the Post-office.*
5. *Improvements suggested.*

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4. *Explanation*

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4. *Explanation by the Post-office:*

Contemplated arrival of the down mail at Newcastle at 6 h. 7 m. A. M. instead of at 7 A. M. by an acceleration south of Normanton, and without any increase of speed between Normanton and Newcastle, *Hill and Page* 1450–1453. 1461–1468——Facilities for delivery at Newcastle before 9 A. M. under the contemplated arrival at 6 h. 7. m. A. M., *Hill* 1496–1505.

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North Kent. Service of the mail in parts of North Kent by means of carts; the same explained, *Hill* 2323–2327.

NORTH STAFFORDSHIRE RAILWAY:

1. *Complaint as to the Non-conveyance of the Pottery, &c., Mails along this Line; Offer made by the Company.*
2. *Rejection of the Terms offered by the Company explained.*

1. *Complaint as to the Non-conveyance of the Pottery, &c., Mails along this Line; Offer made by the Company:*

The only answer given by the Post-office to the complaints about the mail-carts, made to them from the Potteries district, was, that the terms required by the North Staffordshire Railway Company were too high, *Hollins* 464, 465——The London and North-Western Railway Company have bought the North Staffordshire line, but have not yet taken possession, *ib.* 466, 467—— Transmission of letters both ways by the North Staffordshire line would meet all the wants of the Potteries, *ib.* 479——Witness agrees with Mr. Hollins that the transmission of letters by the North Staffordshire line would remedy the whole of the grievances, with but little additional expense, *Stevenson* 598–600.

Very moderate rate at which the North Staffordshire Railway Company now carry mails, *Ricardo* 486–489. 501–504——The mails are carried for less than ordinary goods, *ib.* 490——Offer made by the company to convey the mails of the Potteries district for 1,000*l.* a year, but refused by the Post-office, *ib.* 491–497. 500. 506–508. 518——The offer of conveyance for 1,000*l.* per annum was for the night mail only, *ib.* 533——The room taken up by the mail bags might be devoted to parcels, and is therefore an item of expense to the company, *ib.* 534–538——If a guard is sent with the mails, he pays second-class fare, *ib.* 539–541.

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North Sunderland. Considerable inconvenience to this town of the postal arrangements in the district, *Sir G. Grey* 244–246——The letters are only about 200 a week, *Tilley* 2104.

North Union Railway. Particulars as to four awards since 1849 between this company and the Post-office, *Huish* 3052——Case in which an award to the North Union Railway of 3*s.* a mile was opened and one for 3*s.* 6*d.* substituted, *Williams* 4031–4039——Statement showing that the Post-office did not avail themselves of the power to open the award in the case of the North Union Railway, *Hill* 4252.

Northumberland. Witness represents the postal wants of the district from Acklington to Berwick, a distance of thirty-eight miles, *Sir G. Grey* 237——Complaints from this district as to the circuitous route by which the mail is conveyed from London, *ib.*——Complaint also as to the situation of the local post-office of Alnwick and Belford, and the mode of distributing the letters; the same explained and illustrated, *ib.* 237–251——Employment of foot messengers to distribute the mail throughout the district adverted to; increase of these messengers recently, *ib.* 238–242. 251——Still greater inconvenience to the district with regard to the postal communications with Edinburgh and the north, *ib.* 243, 244——Explanation as to the non-presentation of memorials from the district represented by witness, *ib.* 267——This district is not very populous, *ib.* 267. 275.

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O'Brien, Captain William. (Analysis of his Evidence.)—Secretary to the York, Newcastle, and Berwick Railway Company, 1——Numerous complaints have been made of irregularity in the conveyance of the mails along this railway, 2——Such irregularities or delays generally arise before the mails have come upon the line, and not from any fault on the line or on its branches, 3——The delay is mainly attributable to the system of centralization at Tamworth, 4–7. 13, 14. 72——The circuitous route to York by Rugby and Tamworth is another cause of delay, 4. 9, 10——A further delay arises from the manner in which the Post-office authorities have timed the train along the line, without reference to the views of the company, 4. 18 *et seq.*——The York and Berwick Company have not taken any official notice of the complaints referred to, 8.

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2. *Extent of the Postal Traffic.*
3. *Transmission through the Post-office objected to by the Railway Companies.*
4. *Approval of Conveyance by Post; Complaints on the subject answered.*

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South Eastern Railway. Return showing the hours at which the mail bags were due, and were delivered at the London Bridge terminus for transmission by railway, during the months of October, November, and December 1853, *App. p.* 481——Return showing the hours at which the mail bags were due and arrived by railway at the London Bridge terminus during the same months, *ib.* 482.

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1. *Proposition for exclusively Mail Trains.*
2. *Objections on the part of Railway Companies.*

1. *Proposition for exclusively Mail Trains:*

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